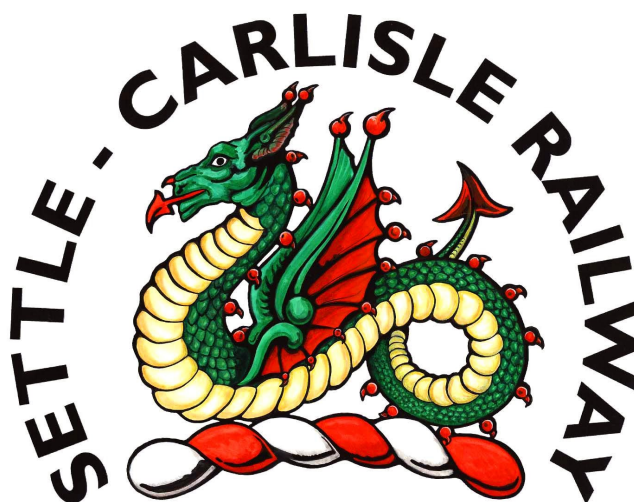


**SETTLE – CARLISLE  
RAILWAY**

**DIRECTORY OF  
RESOURCES**

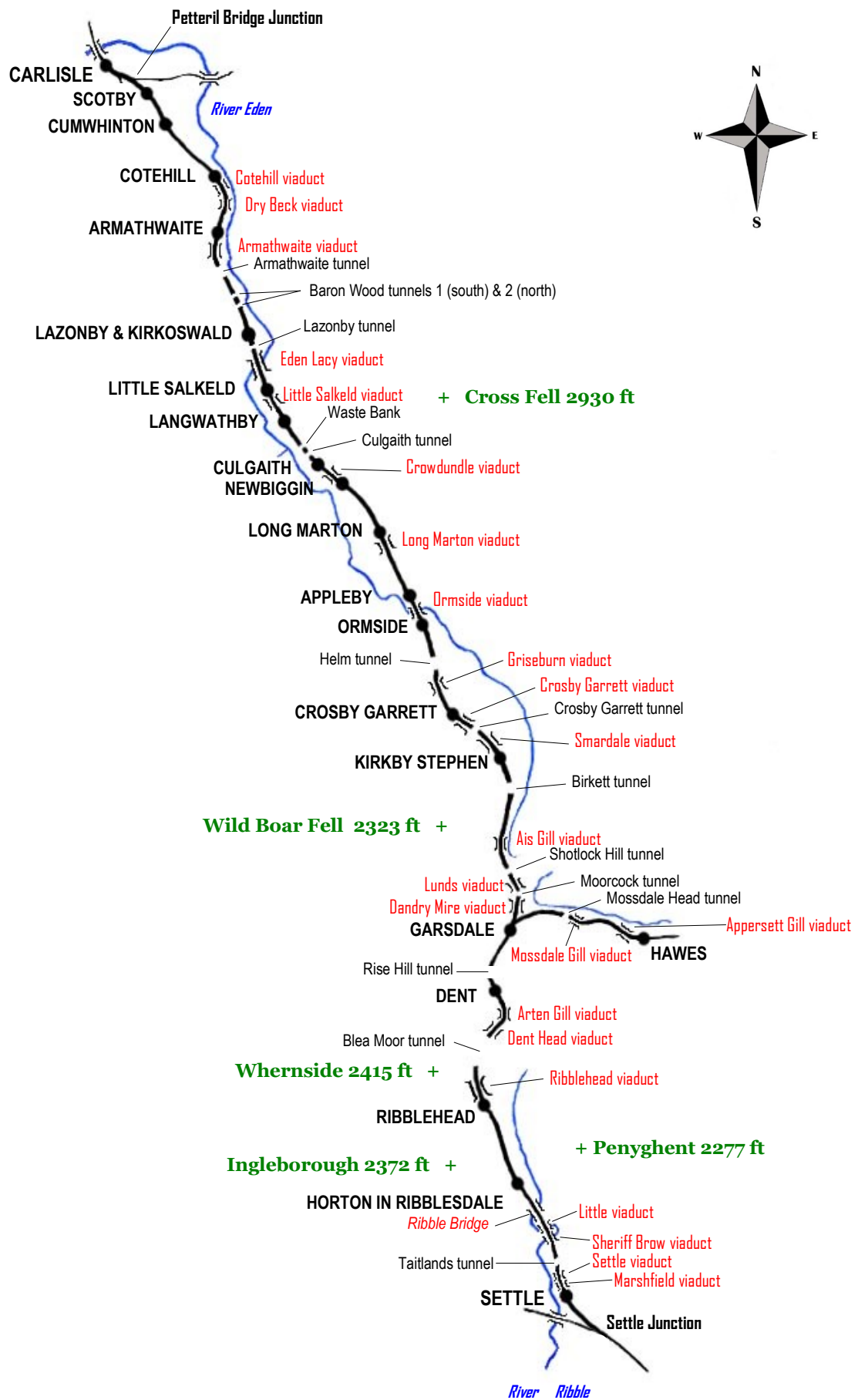


A listing of printed, audio-visual and other resources  
including museums, public exhibitions  
and heritage sites

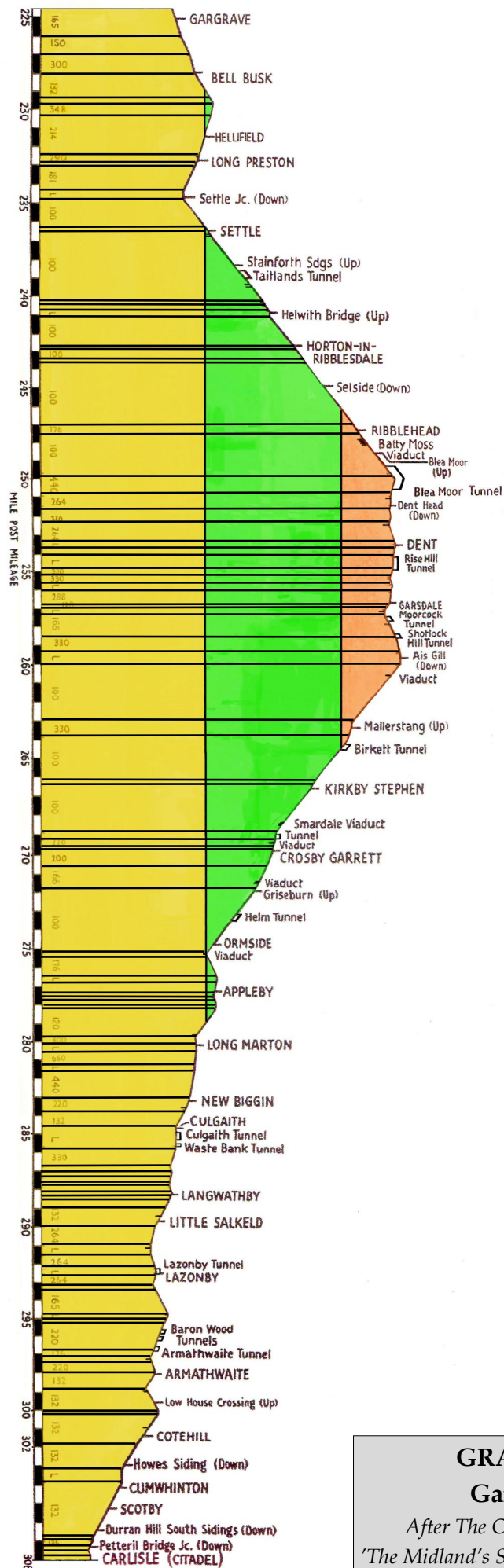
\* \* \*

Compiled by  
**Nigel Mussett**

**2016**



Route map of the Settle–Carlisle Railway and the Hawes Branch



## GRADIENT PROFILE

### Gargrave to Carlisle

After The Cumbrian Railways Association  
*'The Midland's Settle & Carlisle Distance Diagrams'*  
 1992.

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Route map of the Settle-Carlisle Railway

Gradient profile

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Acknowledgements

## INTRODUCTION

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The aim of this Directory is to bring together into a comprehensive listing as many of the numerous and varied resource materials relating to the Settle–Carlisle railway as possible.

For over one hundred and fifty years, since the line was first envisaged by the Midland Railway (MR) in the 1860s, the Settle–Carlisle route has captured the imagination of the travelling public, railway buffs and those with a quest for romance and adventure. The writer of Ecclesiastes in the Old Testament may have complained<sup>1</sup> that ‘of making many books there is no end’: the same could certainly be said of the Settle–Carlisle line. Today we would want to include video recordings, DVDs and a multitude of other artistic efforts as well. Those seeking further information on what is arguably the most famous scenic line in England are spoilt for choice with regard to both the range and number of published resources. Some attempt has been made to categorise the various items available under the headings used for Sections A – M.

Beginning with the primary sources, one will find that this material is generally officially archived and stored in the various Record Offices and may conveniently be inspected there. The locations of such material relating to the line are listed in Section A.

Relevant published written material is listed in Section B. Bibliographic details are given for each publication together with a brief synopsis and critical appraisal where the material has been examined. Prices, where stated, are the publishers’ recommended retail prices at the time of publication. It will be appreciated that many publications and items listed are, alas, out of print or no longer available, although second-hand copies do appear from time to time and are worth searching for. The prices of these vary tremendously, depending on their nature, condition and rarity, and not least the source from which copies are obtained. It has not been practicable to indicate which publications are currently either in or out of print, but with the advent of the Internet it is now very much easier to trace obscure or out-of-print copies than it used to be. Illustrations in published works are in black-and-white unless otherwise stated.

Various items are included which, although they do not relate solely to it, help to provide a broader appreciation of the Settle–Carlisle route because they concern adjacent lines or associated enterprises. For example, many references are to be found to the ‘Little’ North Western Railway of the 1840s which pre-dated the Settle–Carlisle by thirty years and to the link which the Midland made with the North Eastern Railway by way of the Hawes branch. Similarly, it would seem churlish to omit all reference to the so-called ‘Waverley’ route because of its intimate relationship with the Settle–Carlisle. The adoption of a 3-star convention for the items in Section B should go some way to help identify the relevance of each source to the Settle–Carlisle line *per se*.

The Appendices bring together a great deal of basic information about the line, providing an immediate source of reference. To the frustration of the serious researcher, it will soon be appreciated that so-called authoritative sources differ markedly in the information they communicate. Contradictory ‘factual’ information is rife and so in these Appendices an attempt has been made to present information which is as accurate and reliable as possible, usually stating the sources from which the information has been obtained or where information found in other sources differs significantly from what is listed here. Errors will undoubtedly still persist and users are urged to inform the Association of any errors or new sources which may be added to the Directory in the future.

## A. PRIMARY SOURCES

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### 1. The National Archives (formerly The Public Record Office), Kew, Richmond, Surrey TW9 4DU.

Tel. 020 8876 3444. Website: [www.nationalarchives.gov.uk](http://www.nationalarchives.gov.uk)

The main general categories under which railway material is held are as follows:

- Introduction
- Records formerly held by the BTHR (see below for more details)
- Records of the Board of Trade
- Records of the Ministry of Transport
- Parliamentary and Judicial sources
- Other sources
- Maps, plans and photographs
- Accident Reports
- Locomotive and rolling stock
- Records not held in the National Archives
- Further reading

(i) Following the rationalisation of the British Transport Historical Records (BTHR) in 1972, nearly 1400 record series were transferred to the National Archives (formerly the Public Record Office) and categorised under five departmental codes: **AN** British Transport Commission, British Railways Board and other bodies since Nationalisation; also the Railway Executive Committee and matters relating to World War 1 and World War 2.

**RAIL** Records of the pre-Nationalisation railway companies and the Railway Clearing House.

**ZLIB** Books and Pamphlets.

**ZPER** Periodicals.

**ZSPC** W.E. Hayward collection.

There is a BTHR Catalogue available in the Open Reading Room. This can also be accessed on-line ([www.nationalarchives.gov.uk](http://www.nationalarchives.gov.uk)).

Important railway archive material relevant to the Settle-Carlisle route held at Kew includes the following:

#### a. LONDON, MIDLAND & SCOTTISH RAILWAY **RAIL 419-433**

**RAIL 420**      **40**      LMSR: Settle and Carlisle plans, additional lands required at Long Marton and New Biggin, 1923

**RAIL 1015**      **2/58**      LMSR Collection: 1876-1910. Settle and Carlisle railway: gangers' time recording books, etc.

#### b. LONDON & NORTH EASTERN RAILWAY **RAIL 390 - 401**

#### c. LONDON & NORTH WESTERN RAILWAY **RAIL 410**

#### d. MIDLAND RAILWAY COMPANY

Midland Railway Company (vested in the LMSR with effect from 1 January 1923).

|                 |                    |   |
|-----------------|--------------------|---|
| <b>RAIL 491</b> | <b>1 – 359</b>     | Minutes of meetings   |
|                 | <b>360 – 361</b>   | Reports   |
|                 | <b>362 – 368</b>   | Stocks and shares registers, etc.   |
|                 | <b>369 – 671</b>   | Agreements, contracts, specifications and plans   |
|                 | <b>672 – 856</b>   | Miscellaneous books and records, including traffic and expenses<br>(672-677 gives details for stations) |
|                 | <b>857 – 930</b>   | Locomotive and rolling stock records  |
|                 | <b>931 – 961</b>   | Engineering reports on bills deposited in parliament  |
|                 | <b>962 – 968</b>   | Correspondence and papers (including 963 James Allport, 1866-1878)                                      |
|                 | <b>969 – 1081</b>  | Staff records   |
|                 | <b>1082 – 1086</b> | Publications  |
|                 | <b>1087 – 1106</b> | Accountants' records  |
|                 | <b>1107 – 1136</b> | Civil Engineers' records  |
|                 | <b>1137 – 1138</b> | Marine records  |
|                 | <b>1139</b>        | Miscellaneous books, records, contracts and diaries   |
|                 | <b>1140 – 1142</b> |   |

Selected items from the above archives in **RAIL 491** of particular Settle-Carlisle interest are listed below, although it should be noted that there may be other documents included in other areas (Series).

|                 |                |  |
|-----------------|----------------|--|
| <b>RAIL 491</b> | <b>314</b>     | Settle-Carlisle Construction Committee 1867 – 1873   |
|                 | <b>315</b>     | Ditto, 1874 – 1882   |
|                 | <b>403-412</b> | Contracts for the Midland Railway's extension into London, 1860s   |
|                 | <b>419</b>     | 1869 Construction of the Settle-Carlisle Line: Contract 1 (John Ashwell)   |
|                 | <b>420</b>     | 1870 Ditto, Contract 2 (Messrs Benton and Woodiwiss)   |
|                 | <b>421</b>     | 1870 Ditto, Contract 4 (Messrs Eckersley and Bayliss)  |
|                 | <b>598</b>     | Land plan c. 1869 Settle to Stainforth   |
|                 | <b>599</b>     | Ditto, Stainforth to Blind Beck Bridge   |
|                 | <b>600</b>     | Ditto, Blind Beck Bridge to Ingleton and Hawes Road  |
|                 | <b>601</b>     | Ditto, Ingleton/Hawes Road to River Dee  |
|                 | <b>602</b>     | Ditto, River Dee to Little Dale Beck   |
|                 | <b>603</b>     | Ditto, Little Dale Beck to Dent Township boundary  |
|                 | <b>604</b>     | Ditto, Dent Township boundary to Sedbergh Road   |
|                 | <b>605</b>     | Ditto, Sedbergh Road to Hawes  |
|                 | <b>606</b>     | (undated) Progress Plan and section of Clapham – Settle contract   |
|                 | <b>607</b>     | Settle-Carlisle c.1869:<br>Progress Plan and section, Railway No. 1, sheets 21-26<br>Ditto, Railway No. 2, sheets 1-10 |
|                 | <b>608</b>     | Settle-Carlisle:<br>Progress Plan and section, Railway No. 1, sheets 21-26<br>Ditto, Railway No. 2, sheets 1-11        |
|                 | <b>609</b>     | Settle-Carlisle:<br>Progress Plan and section, Railway No. 1, sheets 22-26<br>Ditto, Railway No. 2, sheets 1-11        |
|                 | <b>610</b>     | Settle-Carlisle:<br>Progress Plan and section, Railway No. 2, sheets 11-19<br>Ditto, Railway No. 3, sheets 1-6         |
|                 | <b>617</b>     | 1911-12 Lune Bridge, Halton and Wennington station footbridge  |
|                 | <b>627</b>     | c. 1865 station buildings at Ingleton  |
|                 | <b>628</b>     | 1890 Additional shed at Skipton  |
|                 | <b>629</b>     | c. 1874-1879 Station buildings on the Settle-Carlisle line   |
|                 | <b>630</b>     | 1876-1904 Station buildings at Hawes Junction and Hawes  |
|                 | <b>640</b>     | 1868 Plan of Wellington Street Station, Leeds  |
|                 | <b>663</b>     | 1876 Skipton engine turntable plans  |
|                 | <b>708</b>     | 1869 Abandonment of the Settle-Carlisle Railway: Petition to the House of Lords against (45 feet long)                 |
|                 | <b>743</b>     | 1881-1884 Traffic returns and total miles open for traffic   |
|                 | <b>791</b>     | 1913 Ais Gill Accident: news cuttings & list of missing passengers   |
|                 | <b>848</b>     | 1888 Use of Hawes Junction waiting room for religious services   |
|                 | <b>849</b>     | 1910 Ais Gill <i>[sic]</i> accident – report, telegrams and related papers   |
|                 | <b>852</b>     | 1858 Statement and proxy for the take-over of the 'Little' North Western Railway by the Midland Railway                |
|                 | <b>853</b>     | 1896-7 Handbills of excursions to Ingleton, Morecambe, etc.  |
|                 | <b>919</b>     | Carriage stock, joint with the Glasgow & South Western Railway and the North British Railway, diagram book, 1889-1913  |

|                |           |  |
|----------------|-----------|--|
|                | 962       | Letters, E.S. Ellis on financial affairs, 1867-1878  |
|                | 963       | Letters on financial matters: Crossley, Allport, Brown <i>et al.</i> 1866-1878   |
|                | 1012      | 1876-1908 Staff Records: Skipton, Keighley, Shipley, Hellifield  |
|                | 1015 2/58 | LMSR Collection. Midland Railway 1876-1910: Settle & Carlisle railway gangers' time recording books, etc.              |
|                | 1086      | 1903 Midland Railway Historical Notes with illustrated accounts of places of interest along the line                   |
|                | 1157-1163 | Settle-Carlisle bridges, tunnel and culvert drawings:  |
|                | 1157      | Bridges 1-47. Settle Junction – Horton in Ribblesdale 1870-1929  |
|                | 1158      | Bridges 48-94. Horton in Ribblesdale – Dent [station] 1870 -1919   |
|                | 1159      | Bridges 95-161. Dent [station] – Mallerstang 1870–   |
|                | 1160      | Bridges 162-223. Mallerstang- Helm tunnel  |
|                | 1161      | Bridges 224-249. Helm tunnel – Long Marton   |
|                | 1162      | Bridges 250-302. Long Marton - Eden Lacy   |
|                | 1163      | Bridges 303-363. Eden Lacy – Patteril Bridge   |
|                | 1221      | MR Railway No. 2 Longitudinal sections. 1867   |
|                | 1222      | Ditto, Railway No. 3 Longitudinal sections. 1867   |
| RAIL 1035      | 41        | O.S. maps with MR additions, showing the Settle-Carlisle railway. c. 1843-1861?  |
| RAIL 1066-1597 |           | Parliamentary Bills & Minutes of Evidence, etc. Midland Railway (Lancaster and Carlisle) and Settle and Carlisle, 1869 |
| 1066           | 682       | Parliamentary Bills and Minutes: MR Settle to Carlisle 1866.   |
|                | 1591      | Ditto.   |
|                | 1592      |  |
| 1070           | 88        | Parliamentary Bills – estimates 1866 for the Settle-Carlisle railway.  |

#### e. NORTH EASTERN RAILWAY

|          |      |   |
|----------|------|---|
| RAIL 527 | 1750 | Letter from M. Huish (LNWR) re charges for greasing and letter from Charles Stewart re MR's intention to build the Settle-Carlisle line, 1854-1859. |
|----------|------|---|

#### f. NORTH EASTERN RAILWAY and LANCASHIRE & YORKSHIRE RAILWAY

|          |  |   |
|----------|--|---|
| RAIL 526 |  | North Eastern Railway and the Lancashire and Yorkshire Railway Joint Committee. |
|----------|--|---|

#### g. NORTH WESTERN RAILWAY [THE 'LITTLE' NORTH WESTERN]

|          |             |
|----------|-------------|
| RAIL 536 | 1845 – 1875 |
|----------|-------------|

#### h. BRITISH RAILWAYS BOARD/NETWORK RAIL/NATIONAL RAIL

|       |      |   |
|-------|------|---|
| AN 18 | 58   | BRB. Members' papers. David Kirby (Vice-Chairman). Settle-Carlisle proposed closure of the line. 1 Feb 1988-31 Jan 1989.  |
|       | 223  | BRB. Members' papers. J.J. O'Brien (Joint Managing Director, Railways). 1 Jan 1985-30 Jun 1986. Proposed closure of Settle-Carlisle line: background material for Chairman's Group.   |
|       | 238  | BRB. Members' papers. J.J. O'Brien (Joint Managing Director, Railways). 1 Apr 1986-30 Nov 1987. Settle-Carlisle line closure: provision of financial information; civil engineering aspects of route. Note: A with plans.   |
|       | 438  | BRB. Members' papers. Geoffrey Myers (Joint Managing Director, Railways); Vice-chairman. 1 Nov 1986-31 Dec 1986. Summary of BRB's case for the closure of the Settle-Carlisle line.   |
|       | 1542 | BRB. Members' papers. J.K. Welsby (Chief Executive, Railways; Chairman). 1 Jan 1988-31 Jan 1989. Private correspondence relating To the Settle to Carlisle line closure, Channel tunnel (customs and immigration facilities) and the closure of the Newton Heath Depot. |
|       | 1544 | BRB. Members' papers. J.K. Welsby (Chief Executive, Railways;   |



|        |         |   |
|--------|---------|---|
|        | 1556    | Chairman). 1 Aug 1988-31 Dec 1988. Settle-Carlisle line: correspondence relating to their proposed disposal of the line; includes a report giving background information.<br>BRB. Members' papers. J.K. Welsby (Chief Executive, Railways; Chairman). 1 Dec 1988-30 Sep 1989. Settle-Carlisle line: correspondence relating to the proposed disposal of the line. |
| AN 176 | 364-405 | 42 Piece references covering the period c. 1983-1990 are related to all aspects of the proposal announced by BRB in 1983 to withdraw all passenger services and close the entire route between Settle Junction and Carlisle, including the following items:   |
|        | 384     | Civil Engineering Report, Nov. 1986   |
|        | 386     | Ribblehead Viaduct: Report for trial repairs, with plans. Jan. 1989.  |
| AN 181 | 325     | BRB Director, Group Finance. Group Chief Accountant's Records. Sale of Settle-Carlisle Railway: bidding process. 1 Jul 1988-31 Jul 1988.  |
|        | 326     | Ditto. Bidding process. 1 Jun 1988-31 Oct 1988.   |
|        | 327     | Ditto. Rejected bids. 1 Oct 1988-31 Oct 1988.   |
|        | 328     | Ditto. Background information. 1 Jul 1988-31 Jul 1988.  |
|        | 329     | Ditto. Including review and audit of costs. 1 Jul 1988-31 Dec 1989.   |
|        | 330     | Ditto. Including the case for closure. 1 Dec 1986-30 Apr 1989.  |
|        | 331     | Ditto. Working papers on costs and income. 1 Dec 1987-31 Jul 1988   |
|        | 332     | Ditto. Rejected bids. 1 Oct 1988-31 Dec 1988.   |
|        | 333     | Ditto. Bidder 2: Tony Thomas. 1 Oct 1988-28 Feb 1989.   |
|        | 334     | Ditto. Bidder 1: Cumbrian Railways. 1 Sep 1988-31 Jan 1989.   |
|        | 335     | Ditto. 1989. Proposed joint venture with Cumbrian Railways for transitional period. 1 Feb 1989-30 Apr 1989.   |
| AN 183 | 200     | BR - Privatisation of the Settle to Carlisle Railway: Operations and Director of Operations Dept. July 1988-January 1989.   |

(ii) Other categories.

|                              |              |  |
|------------------------------|--------------|--|
| <b><u>BOARD OF TRADE</u></b> | <b>BT 41</b> | <b>868/5100</b> Settle and Carlisle Direct Railway Company, 1844-1860.<br><br>The Board of Trade was also responsible for publishing reports of accidents on the railways in the UK. |
|------------------------------|--------------|--|

**DEPARTMENT FOR TRANSPORT**

Files awaited.

**MINISTRY OF AGRICULTURE, FISHERIES and FOOD**

Returns, Public Health (Dairies) Bill 1882

**MINISTRY OF TRANSPORT**

|        |        |  |
|--------|--------|--|
| MT 6   | 161/17 | MR correspondence and papers, 1875-76. |
| MT 131 | 3      | G. Nuttall (FoSCL). 1982.              |

**RAILWAY INSPECTORS' REPORTS**

|           |                               |
|-----------|-------------------------------|
| RAIL 1053 | Reports of railway accidents. |
|-----------|-------------------------------|

**RURAL DEVELOPMENT COMMISSION**

|     |     |   |
|-----|-----|---|
| D12 | 131 | Settle & Carlisle Railway Development Company. 1990-1994. Records, Rural Development Programme, Project Examples. |
| D12 | 179 | Rural Development Commission. 1989-1996. Project example - Settle-Carlisle Railway (Rural Development Fund).      |

**2. The British Library, St Pancras, 96 Euston Road, London NW1 2DB. Tel. 01937 546060**

Also at: **The British Library, Wetherby, West Yorkshire. LS23 7BQ.**

[www.bl.uk](http://www.bl.uk) Email: [customer-services@bl.uk](mailto:customer-services@bl.uk)

The British Library is the Legal (formerly Copyright) Receipt Office for all publications published in the UK. The Reading Room in London is where original publications and documents may be requested and examined; a Reader's Ticket is issued free of charge. Use of the online catalogue lists scores of titles relating to the Settle-Carlisle railway.

Records of the Patent Office are also now held in the Business and IP Centre at The British Library. Details may be found there relating to several of the technological innovations which were used in the construction of the Settle-Carlisle line in the 1870s and referred to at the time, e.g. the Burleigh Rock Drill and the patent brick-making machine of Porter and Co. Carlisle, which readers will have read about in the literature. Copies of newspaper collections (formerly at Colindale) are now available at the British Library in Euston Road.

### 3. Other Copyright (Legal Deposit) Libraries in Great Britain.

These are the libraries of the Universities of Oxford and Cambridge; the National Library of Scotland, Edinburgh; the National Library of Wales, Aberystwyth and Trinity College Library, Dublin.

The Bodleian Library  
Broad Street  
OXFORD  
OX1 3BG

[www.bodley.ox.ac.uk](http://www.bodley.ox.ac.uk)

The National Library of Scotland  
George IV Bridge  
EDINBURGH  
EH1 1EW

[www.nls.uk](http://www.nls.uk)

The University Library  
The University of Cambridge  
West Road  
CAMBRIDGE CB3 9DR

[www.lib.cam.ac.uk](http://www.lib.cam.ac.uk)

Head of Reader Services  
Department of Public Services  
The National Library of Wales  
ABERYSTWYTH SY23 3BU

[www.llgc.org.uk](http://www.llgc.org.uk)

The Library of Trinity College  
College Street  
DUBLIN 2

[www.tcd.ie/library](http://www.tcd.ie/library)

### 4. Parliamentary Archives: Houses of Parliament, London SW1 0PW.

[www.parliament.uk/archives](http://www.parliament.uk/archives) Email: [archives@parliament.uk](mailto:archives@parliament.uk)

Documents and plans for proposed railways submitted to, and authorised by, Parliament are deposited here.

For example, Local Act, 29 & 30, Victoria I, c.ccxiii. – the 1866 Act enabling the Midland Railway “to construct a railway from Settle to Hawes, Appleby and Carlisle, and for other purposes”. Ref. HL/PO/PB/1/1866/29 & 30Vn277.

### 5. Department of Transport: Rail Accident Investigation Branch.

The Wharf, Stores Road, Derby DE21 4BA. Tel. 01332 253300. Email: [enquiries@raid.gov.uk](mailto:enquiries@raid.gov.uk)  
[www.raib.gov.uk](http://www.raib.gov.uk)

In recent years the RAIB has been responsible for investigating and reporting on rail accidents. Copies of the reports are available on-line.

### 6. Historic England National Monuments Records.

National Monuments Record Centre, The Engine House, Fire Fly Avenue, Swindon SN2 2EH.

Enquiries and research services: 01793 414600.

[www.historicengland.org.uk](http://www.historicengland.org.uk) Email: [archive@historicengland.org.uk](mailto:archive@historicengland.org.uk)  
Library. Email: [library@historicengland.org.uk](mailto:library@historicengland.org.uk) Library: 01793 414632

Six photographs by Gordon Barnes dating from 1966 showing station buildings at Newbiggin and Culgaith stations. Ref. MF 000289/01-06. A collection of stereoscopic aerial photographs incorporating the sorties made by the RAF over the UK after WW2 are believed to be housed here. They are useful in examining the terrain as it was in 1945-6.

2012. Report of a survey on existing signal boxes in conjunction with Network Rail and the National Railway Museum Railway Signal Boxes: A Review”, by John Minnis, Research Report Series, Report No. 28/2012. 61pp.  
[www.research.historicengland.org.uk](http://www.research.historicengland.org.uk)

## 7. National Railway Museum Library, Leeman Road, York YO26 4XJ. Tel. 01904 686235.

General enquiries: 0844 815 3139

[www.nrm.org.uk](http://www.nrm.org.uk)

Search Engine. Email: [search.engine@nrm.org.uk](mailto:search.engine@nrm.org.uk)

The library and archive centre is available for use at the Museum and recently a new electronic Search Engine has been created.

The following Collections are housed at the Museum:

Printed Books (over 20 000 titles)

Periodicals

Timetables

Government Publications (including Board of Trade returns, Railway Clearing House Reports and Accident Reports)

Photographic

Documents (including Traffic Returns from the railway companies, covering passengers and freight)

Posters, Notices and Handbills

The H.B. Oliver Collection, covering the period c. 1890 – 1969, contains some photographs of the Settle-Carlisle line.

The J.H. Wright Collection of photographs contains photographs of the Leeds and Bradford area and also the Settle-Carlisle line for the period 1903-1907.

The W.H. Foster Collection comprises items predominantly related to the Settle-Carlisle covering the period 1910 – 1965.

The Leslie Overend Collection, c. 1936-1958. Collection of railway photographs: 218 negatives, 102 prints.

*Note: there is no sound archive material of locomotives available but another recent innovation has been the setting up of an oral history archive comprising interviews with railway employees. Edited excerpts have been added to the NRM website.*

The new electronic Search Engine and an extensive card index catalogue system in the Library facilitates easy access for the researcher. The card index system is arranged as follows:

Subjects A – Z

Author

Location (UK and Ireland only; foreign railways listed by subject)

Personalities

Technical archives (listed by company, especially in the field of railway equipment)

Timetables (listed by railway company)

Accidents (listed by railway company, date and location)

Also available are various published indices and finding aids in book and pamphlet form.

Hand lists are available for a number of the many collections; there are also lists of the extensive holdings of the National Archives and the National Archives of Scotland relating to railways.

Selected Notes:

a. The NRM has a copy of *The Railway and Canal Historical Society Resource Index* – a guide to the less prominent sources of railway information.

b. MISC/MR/1 *MR Traffic and expenses at stations 1896 – 1907 inclusive* (includes the number of season ticket holders, numbers of passengers booked, receipts from passengers, parcels, horses, carriages, dogs, etc.; total coaching receipts; goods debits; livestock and mineral traffic; expenses at stations).

c. Ex-PRO/RAIL 941 – 987 *BT Historical Records*. Timetables. For example, RAIL 962 incorporates the Midland Railway Public Timetables and Working Timetables from 1848.

d. PRO Leaflet 32 *Records Relating to Railways* mentions holdings and locations of some other transport archives.

## 8. County Record Offices

The Record Offices of the former historic counties (West Riding of Yorkshire, North Riding of Yorkshire, Westmorland and Cumberland) or the present counties (West Yorkshire, North Yorkshire, Cumbria) through which the Settle-Carlisle-Leeds line passes hold archive material relevant to their respective areas. In some, files contain original copies of plans, land agreements, etc. In all, however, there are copies of Census Returns, Medical Officer of Health reports, and Parish Registers detailing baptisms, marriages and burials. These are available on film or as hard copy, and are of particular interest to the researcher, providing useful information on individuals, settlements and population trends, particularly during the periods when the railways were being constructed. Other useful information may often be found in documents, records and reports of, for example, the County Highways Departments, Court Records and

Medical Officers of Health which, whilst not necessarily solely relating to railways, do provide valuable insights into the social and environmental conditions of the areas and communities served by the railways. A County Archive Research Network (CARN) Reader's Ticket is required to use any of the Record Offices throughout the country; these are issued free of charge upon application.

**a. Cumbria Record Office** (incorporating material relating to the former historic counties of Cumberland, Westmorland and the Furness part of Lancashire north of Sands.)

Material for the present county of Cumbria is generally distributed between four locations as follows:

1. Carlisle Record Office accommodates material chiefly from areas within the northern part of the former county of Cumberland;
2. Kendal Record Office houses archives from the former county of Westmorland;
3. Barrow-in-Furness Record Office houses material from the former Furness area of Lancashire;
4. Whitehaven Record Office generally houses material from the southern part of the former county of Cumberland, the River Derwent being taken as the boundary between this area and the northern sector which is covered by Carlisle.

Settle-Carlisle material deposited with the Cumbria Record Office is to be found at the Carlisle and Kendal Record Offices.

See Appendix 9 for the relevant parishes.

**1. Carlisle Record Office. Carlisle Archive Centre, Petteril Bank House, Petteril Bank Road, Carlisle CA1 3AJ.**

Tel. 01228 227285/227284

Email: [carlisle.archives@cumbria.gov.org](mailto:carlisle.archives@cumbria.gov.org)

Cumbria Archive Services have produced a very useful little publication entitled *On the Right Track: A Guide to Cumberland railway records deposited in the Cumbria Record Office Carlisle*. This publication, which is revised from time to time, lists archive material relating to railways in the former county of Cumberland (northern area). Some items are also listed online. Items in this 15-page publication, dated 1 July 2001, (Reference No. DX1952), listed at Carlisle Record Office relevant to the Settle-Carlisle railway are:

1. London Midland Region.  
Register of British Railways records received at District Motive Power Depot, Kingmoor 1957-1966 Ref. DX1616
2. Midland Railway (Carlisle to Settle).  
Deposited plans 1865-1878 Ref. Q/R2/1/124-130  
Carlisle Station – Return of empty casks from public houses 1876 Ref. DX/1005/1  
Armathwaite – Lost Luggage Register 1876-1965 Ref. DX/210/1  
Deposited plans 1891, 1903 Ref. Q/R2/1/164,170  
Newbiggin Station records, letters and telegrams, regulations,  
Daily freight returns, etc. 1891-1971 Ref. DX/811/1-4  
Scotby – plans of cottages 1899 Ref. S/RD/BB/3/2/31  
Ormside – letter of appointment for porter 1906 Ref. DX/1122/1  
Lazonby Station – supplementary merchandise rate book 1913 Ref. DX558/74  
Armathwaite signal box photograph, not dated Ref. DX1022  
Papers re proposed closure 1984-1986 Ref. DX 1587  
Brochure re proposed sale 1988 Ref. DX 1655/1
3. Archive material relating to the following railway companies, amongst many others, is also included:
  - i. Eden Valley Railway
  - ii. Furness Railway
  - iii. Glasgow and South Western Railway
  - iv. Hawick and Carlisle Railway
  - v. Maryport and Carlisle Railway
  - vi. North British Railway
  - vii. North Eastern Railway (including plans of the proposed Hawes-Melmerby line 1869) Ref. Q/RZ/1/11
  - viii. Miscellaneous, including papers regarding rival lines between Carlisle and Hawick 1855-1859 Ref. D/Sen/Railways/18  
and plans of railways in Carlisle post-1880 Ref. Ca/E1/739

The Carlisle Record Office also contains the additional archives:

- |  |                   |
|--|-------------------|
| Land required by the Midland Railway (Settle-Carlisle) 1869-1879     | Ref. DB 74/1/1/76 |
| Settle and Carlisle Railway Line: Viability Study 1987               | Ref. DX 1655/63   |
| Settle-Carlisle Railway (5 items) 1981-1994                          | Ref. LibSR/3      |
| Settle-Carlisle Railway (3 volumes) Main Report of PEIDA study 1984. | Ref. LibSR/3/1    |

|  |                                   |
|--|-----------------------------------|
| Settle-Carlisle Railway: The case against closure October 1985   | Ref. LibSR/3/2                    |
| Settle-Carlisle Railway: The financial case for closure October 1988   | Ref. LibSR/3/3                    |
| Settle-Carlisle Railway: The case for retention 1988-1989 (2 vols)   | Ref. LibSR/3/4                    |
| Settle-Carlisle Railway Trust: Accounts for year ending 31.12.1991<br>and 31.12.1994 (2 vols)  | Ref. LibSR/3/5                    |
| <i>The Ways of Rails</i> , a complete photographic archive by Brian Render, 2002-2009.<br>This comprises nine volumes of text and over 2200 photographs<br>of the structures, bridges and buildings of the Settle-Carlisle railway.<br>It is thoroughly indexed and also includes Ordnance Survey maps of<br>the route (1:25 000 scale). | Ref. H 9116 (formerly<br>DX 1952) |
| The Alistair and Simon Cleobury Archive. This comprises documents from the<br>workmens' mess building at Settle.   |                                   |
| Proposed closure of the Settle and Carlisle railway, including financial details,<br>Secretary's file 1983-1987 (seemingly an archive of the North Cumberland Liberal<br>Association).   | Ref. DSO 117/7 - 9                |

It has been agreed that archive material from the Settle-Carlisle Partnership (comprising The Settle-Carlisle Railway Development Company, The Settle-Carlisle Railway Trust and The Friends of The Settle-Carlisle Line) covering the years following nationalisation of the railways in 1948 up to the present day may be deposited at the Carlisle Record Office. Material prior to this date, covering the Midland Railway and LMS periods, has been deposited at The Midland Railway Study Centre in Derby, q.v.

**2. Cumbria Archice Centre, County Offices, Kendal LA9 4RQ. Tel. 01539 713540 or 713539**  
**Email: [kendalarchives@cumbria.gov.uk](mailto:kendalarchives@cumbria.gov.uk)**

The Kendal Record Office houses a considerable amount of well catalogued railway archive material. Inevitably, most of the material concerns the LNWR main line north to Carlisle and the numerous lines in west Cumbria, but there is some interesting and relevant material concerning the lines or proposed lines relating to the Settle-Carlisle and the earlier 'Little' North Western routes.

- (i) Listed in "Official Records - Local Authorities".  
Westmorland Quarter Sessions: Enrolled, deposited and registered records;  
Deposited plans of public undertakings. Ref. WQ/R/DP  
Selected references:  
No. 62 Lancaster & Carlisle & Ingleton Railway 1856 (with book of reference)  
No. 65 Midland Railway - additional powers, diversion of road at  
Long Marton 1869  
No. 66 Midland Railway - Settle-Carlisle Line 1865  
No. 67 Midland Railway - New Road Kirkby Stephen 1875  
No. 68 Midland Railway 1874  
No. 72 Midland Railway (Westmorland) 1914  
No. 77 North Western Railway 1845 (see also No. 90)  
No. 78 North Western Railway: Skipton, Casterton & Sedbergh 1846  
No. 79 North Western Railway: Tebay diversion 1855  
No. 90 Plan of North Western Railway and branches 1845 (with book of reference).  
See also No. 77  
No. 102 London, Midland and Scottish Railway 1924  
No. 103 York and Carlisle Railway 1845  
No. 103a York and Carlisle Railway 1845 (sealed)  
  
Ormside National School: notification from the Midland Railway re the  
construction of a road to the school, 1894-5. Ref. WPR 2/1/5/7  
Soulby: notice to Treat from the Midland Railway dated 1 Jun 1869 to the Rev.  
S. Hutchinson, to purchase 10 perches of land in Soulby, with plans  
and annexes. Ref. WPR 49/1/4/2
  - (ii) Listed in "Societies": Cumbrian Railways Association (CRA) Archive Ref. WDSO 108  
From the Private Records Collection. A large railway archive which includes  
Working Timetables of the Settle-Carlisle; also  
Ministry of Transport Rail Accident Reports: Ref. Box 1: 3/2/1  
Reports by Inspecting Officers for 3-month periods 31 Dec 1921 - 30 June 1938  
Report by Major Pringle on the fatal collision 24 Dec 1910 near Hawes Junction  
on the Midland Railway
- CRA list of Private Acts of Parliament deposited in the CRO Feb. 1995, Ref. WDSO 108/A2269

including:

2. The North Western Railway Act 1846 (9&10 Vict) dated 26 June 1846  
(Leeds & Bradford Extension Railway to Lancaster and Carlisle) 25pp.
3. The North Western Railway (Diversions at Skipton, Casterton, Sedbergh & Bulk) Act 1848 (11 & 12 Vict. Ch xxii) (for alterations at Skipton, etc.), dated 30 June 1848. 10pp.
25. Hawes and Melmerby Railway Act 1865 (28 & 29 Vict. Ch ccxlv) dated 5 July 1865.
50. Midland Railway (Settle to Carlisle) Act 1866 (29 & 30 Vict. ccxxiii) (for Settle, Hawes, Appleby and Carlisle) dated 16 July 1866. 16pp.
- Items 4&5. Carlisle Citadel Station Act 1873 (36 & 37 Vict. Chs clxxiii and clxxxvii) both dated 21 July 1873, for enlarging and improving Citadel Station.

WDS0108: Within this section of the archive are many documents relating to the proposed closure of the line in the 1980s. For example,

- A2791/ 09. Settle & Carlisle Joint Action Committee 1986: finances, closure, 1986.  
10. Civil Engineer's Report Nov. 1986  
17. Conference on the future of the Settle-Carlisle railway. 1989  
19. BRB - Background information 1988.  
20. Ditto.  
29. Proposal for the purchase of the Settle & Carlisle railway, 1988.  
30. Proposal for Lazards Bros. re sale of the line. October 1988.  
43. Opportunities for development: press release 1990.

Series 4-4. File A2513. British Rail. *Discover Leeds-Settle-Carlisle. Schools Work Pack Report* (30x21cm) 1988. Ref. Misc 028

(a) Series 6-4. Numerous items concerned with the proposal for closure of the Settle and Carlisle Railway, 1983 - 1996. Ref. S&CR 01-51. A 2791 of WDS0108.

(b) Series 4-7. Harold Bowtell files. Including: Ref. A3135

- Bowtell 26 Ingleton branch, notes on Ingleton  
Bowtell 43 MR: Leeds-Morecambe section (history, including Heysham-Belfast steamer).  
Bowtell 44 MR Settle & Carlisle line: general notes, operation, etc.

(c) Series 4-8. Darnell Collection. Including:

- Darnell 15 North Western Railway: Rowell Green (near Heversham) to Skipton & branches: plans by Robert Stephenson & Charles Vignobles.  
Darnell 39-41 North Western Railway 1856 Bill, etc.

(d) Series 9-4. Hall Collection. Including:

- Hall 07 (d) Carlisle *Centenary September 1947* Commemorative booklet.  
Hall 14 (a) Midland Railway. The Settle & Carlisle Railway Act 1866.  
Hall 14 (b) Midland Railway. Bundle of miscellaneous papers, mainly land agreements.

(e) Series 4-11. Peter W. Robinson Collection (PWR) June 2006. Accession 6694. Including:

- PWR 033 BR Settle-Carlisle line. Langwathby signalling diagram 28 Mar 1954, amended to 3 March 1963.  
PWR 034 Ditto. Armathwaite signalling diagram, showing recovery of redundant sidings 5 Oct 1964.  
PWR 035 Ditto. Lazonby signalling diag., recovery of redundant sidings 5 Oct 1964.  
PWR 036 Ditto. Long Marton signalling diagram, showing proposed recovery of connection dated c. March 1965.

(f) Series 4-12. Miscellaneous Collection.

- Misc. 109 BR *Discover the Leeds-Settle-Carlisle* publicity leaflet, circa 1988.  
Misc 179 Midland Railway (no date). Hellifield - Carlisle: full track diagrams, Scale 2 chains to 1 inch (photocopies).  
Misc 194, 198 Kingmoor & Upperby Motive Power Depots. Track diagrams. Also Carlisle Station, misc. dates. Ref. 1939/12B  
Midland Railway: Copies of land purchase agreements 1870 - 1876. [Figures in square brackets indicate numbers in bundle]  
Misc. 274 Carlisle No. 3. St Cuthbert's parish [7]  
Misc. 275 Wetheral No. 3. Wetheral parish [45]  
Misc. 276 Hesketh No. 3. Hesketh parish [5]  
Misc. 277 Lazonby No. 3. Lazonby parish [19]  
Misc. 278 Great Salkeld No. 3. Great Salkeld parish [3]  
Misc. 279 Langwathby No. 3. Langwathby parish [17]  
Misc. 280 Kirkland No. 3. Kirkland parish [7]  
Misc. 281 Addingham  
Misc. 282 Newbiggin in Westmorland No. 3. Newbiggin parish [5]



|           |   |
|-----------|---|
| Misc. 283 | Kirkby Thore No. 3. Kirkby Thore parish [7]   |
| Misc. 284 | Long Marton No. 2 & 3. Long Marton parish [42]  |
| Misc. 285 | Appleby No. 2 & 3. Appleby Bongate and St Michael's parishes [20]   |
| Misc. 286 | Ormside No. 2. Asby, Ormside and Warcop parishes [7]  |
| Misc. 287 | Crosby Garrett No. 2. Crosby Garrett parish [19]  |
| Misc. 288 | Kirkby Stephen No. 2. Kirkby Stephen (including Mallerstang) [27]   |
| Misc. 289 | Garsdale No. 1. Sedbergh parish (Yorks West Riding) [14]  |
| Misc. 290 | Horton in Ribblesdale No. 1. Horton in Ribblesdale (Yorks West Riding) [14]   |
| Misc. 291 | Hawes No. 1. Aysgarth parish (Yorks North Riding) [24]  |
| Misc. 292 | Bentham No. 1. Bentham parish (Yorks North <i>[sic]</i> Riding) [1]   |
| Misc. 293 | Settle No. 1. Giggleswick parish (Yorks North <i>[sic]</i> Riding) [22]   |
| Misc. 294 | Various land plans, correspondence, etc. Cumberland 1870-1879   |
| Misc. 295 | Various land plans, correspondence, etc. Westmorland 1870-1879  |
| Misc. 296 | Various land plans, correspondence, etc. Yorkshire, West & North Riding 1870-1879   |
| Misc. 297 | Little Salkeld. Copy Counterpart Agreement: Midland Railway Co. & Mrs A.E. Hodgson <i>et al.</i> Little Salkeld Hall, 8 March 1866                  |
| Misc. 298 | Giggleswick. Copy Agreement: Midland Railway Co. and George Stansfield land in Giggleswick, 10 March 1866   |
| Misc. 299 | Giggleswick. Copy Heads of Agreement: Midland Railway Co. and John Birkbeck, land at Settle 14 March 1866   |
| Misc. 300 | Settle. Copy Heads of Agreement: Midland Railway Co. Rev. H.I. Swale, land at Settle 14 March 1866  |
| Misc. 301 | Copy Agreement : Midland Railway Co. Mary Graham <i>et al.</i> 1866   |
| Misc. 302 | Langwathby. Copy Agreement: Midland Railway Co. and Sir George Musgrave Bart. 1866  |
| Misc. 303 | Langwathby. Copy Award: Mr Job Bintley, Joseph Williamson and Midland Railway Co. 11 Feb. 1871  |
| Misc. 304 | Midland Railway: Settle & Carlisle Railway No. 2: Copy Conditional Agreement of Sale and Purchase, Cleasby's representatives (Metcalf) 18 July 1876 |

- (g) Series 4-13. Ref. WDSO 108 (Additional). Including:  
Settle and Carlisle Railway: reports, development study, proposed closure, etc. 1983-1993  
from P.W. Robinson's Collection.

- (h) Series 15. Ref. WDSO 108/H8435.

Ref. Misc. 291-304  
(see also above)

Land purchase agreements, with plans and correspondence, along the line  
of the railway, by parish, from Carlisle St Cuthbert's to Giggleswick.  
*[Note: rescued by a member of CRA from weeding of Rail Track/Network Rail's archive at London Waterloo!]*

- (i) A 5-page document by M.C.R. and J.V.G. dated 21 Jan. 1997 entitled "A Note on the Railway Records".
- (j) In WDSO 108: 35666. Records, including correspondence and plans relating to the Settle-Carlisle line. 1866-1881.
- (iii) A copy of *Explaining the Settle-Carlisle Railway*. Teacher Resource Pack from the Settle-Carlisle Railway Development Company. A4 file.

**3. Cumbria Archive Centre and Local Studies Library, 140 Duke Street, Barrow-in-Furness LA14 1XW.  
Tel. 01229 407377. Email: [barrow.archives@cumbria.gov.org](mailto:barrow.archives@cumbria.gov.org)**

Extensive records of railways in the southern part of Cumbria are held here, and the only item relating to the Settle-Carlisle which is listed is:

'Running Down the Line' – a programme exploring the life and times of the Carlisle-Settle line. 1986.  
Ref. BDB 26/Box 14/6.

**4. Cumbria Archive Centre and Local Studies Library, Scotch Street, Whitehaven CA28 7NL.  
Tel. 01946 506420. Email: [whitehaven.archives@cumbria.gov.uk](mailto:whitehaven.archives@cumbria.gov.uk)**

Extensive records of railways in the southern part of the former county of Cumberland are held here, but there is nothing relating to the Settle-Carlisle line.

**b. Derbyshire Record Office**

**Derbyshire Record Office, County Hall, Matlock DE4 3AG.**  
**Tel. 01629 538347.**  
**Email: [record.office@derbyshire.gov.org](mailto:record.office@derbyshire.gov.org)**

|  |                  |
|--|------------------|
| Midland Railway Land Plans 1899 – 1939.  | Ref. D 3220/1    |
| Assorted Land Plans (mostly from Derbyshire, Lancashire and Yorkshire, including the Midland Railway) 1849 – 1950. | Ref. D 3220/3,   |
| Including Dent Head station, bridge for station approach.  | Ref. D 3220/3/67 |
| Midland Railway Land Plans 1884 – 1973.  | Ref. D 3220/4.   |

**c. Lancashire Record Office**

**Lancashire Record Office, Bow Lane, Preston PR1 2RE.**  
**Tel. 01772 533039. Email: [record.office@lancashire.gov.uk](mailto:record.office@lancashire.gov.uk)**  
**Website: [www.lancashire.gov.uk/libraries-and-archives](http://www.lancashire.gov.uk/libraries-and-archives)**

A record from the Houghton family archive, being a valuation dated 12 Nov. 1870 by James Glover of Dent, engineer and land agent, now resident engineer on the Settle to Carlisle line now under construction, of a farm called Castle in Garsdale and an adjacent allotment of land, worth £505.2s. 0d.

Ref. DDHT 7/8.

**d. Leicestershire, Leicester and Rutland Record Office**

**Leicester Record Office, Long Street, Wigston Magna, Leicester LE18 2AH.**  
**Tel. 0116 257 1080. Email: [recordoffice@leics.gov.uk](mailto:recordoffice@leics.gov.uk)**  
**[www.leicestershire.gov.uk](http://www.leicestershire.gov.uk)**

This Record Office is listed as holding a document entitled “Midland Railway Additional Powers”, reference **QS73/185**, dated 30 November 1870, relating to the two deviations planned in Dentdale:  
Arten Gill Deviation – 1 mile 1 furlong at Dent, parish of Sedbergh, Yorkshire.  
Cow Gill Deviation – 4 miles, 4 furlongs, 2 chains and 50 links at Dent and Garsdale, parish of Sedbergh.

**e. North Yorkshire Record Office**

**North Yorkshire County Record Office, Malpas Road, Northallerton DL7 8TB.**  
**Tel. 01609 777585. [www.archives@northyorks.gov.uk](http://www.archives@northyorks.gov.uk)**  
**Email: [archives@northyorks.gov.uk](mailto:archives@northyorks.gov.uk)**

This Record Office holds records and archives from the former North Riding of Yorkshire and those parts of the former West Riding which went into North Yorkshire at the time of the boundary changes of 1974.

Copies of the various Census Returns and Parish Registers relating to the parishes through which the Settle-Carlisle railway line passes are available, namely:

|             |             |                       |             |
|-------------|-------------|-----------------------|-------------|
| Giggleswick | Ref. PR/GGW | Horton in Ribblesdale | Ref. PR/HRR |
| Settle      | Ref. PR/SET | Ingleton              | PR/INT      |
| Langcliffe  | PR/GGW6/1/3 | Chapel le Dale        |             |
| Stainforth  | PR/SNF      | Hawes                 | PR/HAW      |

Documents relating directly or indirectly to the Settle-Carlisle route are listed as follows:

|  |                 |
|--|-----------------|
| Leeds and Carlisle (or Northern Trunk Railway of England) Plan, 1845.                  | Ref. QDP(M)64   |
| North of England Union Railway Plan 1864.  | Ref. QDP(M)145  |
| Midland Railway: Settle-Carlisle Plan 1865. Engineer: John Crossley                    | Ref. QDP(M)150  |
|  | MIC2722/1-477   |
| Sedbergh and Hawes Railway Plan 1865.  | Ref. QDP(M)158  |
| North Eastern Railway Plan 1869.   | Ref. QDP(M)168  |
| Midland Railway Plan 1874.   | Ref. QDP(M)207  |
| North Yorkshire and Lancashire Railway Plan 1881.                                      | Ref. QDP(M)235  |
| Richmond and Hawes Junction Railway Plan 1882.   | Ref. QDP(M)239  |
| Skipton Railway Plan 1883.   | Ref. QDP(M) 245 |
| Midland Railway Plan covering Settle to Carlisle, Contract 2, late 19 <sup>th</sup> C. | Ref. ZXF/M5/2/1 |
| Scale 1" to 2m.50c.  | MIC2165/378-380 |



Plan for Settle Junction 1910.

Ref. ZXF/M5/2/2-4

The Lord Manuscript Collection (Document Reference ZXF) also contains railway records for the North Western Railway Company 1846-1946, and for the Midland Railway Company 1867-1918, together with correspondence relating to transactions concerning various other railway companies 1837-1915, and documents concerning the acquisition of land for the railways in the Giggleswick and Long Preston areas.

The family archive for Farrer of Ingleborough 1600-1953 (Reference ZTW) may contain documents relating to the railway; the Farrer estate extended to Ribbleshead and Blea Moor, and agreements had to be made with the Midland Railway for the construction of the line.

See also: The Ingleton Court Book 1859-1924 (Reference Z.1053).

Settle Methodist Circuit Records 1840-2002 (Reference R/M/SET).

Documents dating from the 1880s relating to proposals for a railway link from Skipton to Kettlewell in Upper Wharfedale.

## **f. West Yorkshire**

**West Yorkshire Archive Service. [www.archives.wyjs.org.uk](http://www.archives.wyjs.org.uk)**

The West Yorkshire Archive Service is provided by West Yorkshire Joint Services on behalf of the Metropolitan Districts of Bradford, Calderdale, Kirklees, Leeds and Wakefield. Each of these five towns has its own facilities for storage and retrieval of archival material. Those listed as holding items of Settle-Carlisle interest are:

- 1. Bradford:**      **West Yorkshire Archives: Bradford. Old Central Library, Prince's Way, Bradford BD1 1NN.**  
Tel. 0113 393 9785. Email: [bradford@wyjs.org.uk](mailto:bradford@wyjs.org.uk)

Bradford Town Mission: Journal of William Fletcher, missionary on the Settle-Carlisle Railway, 1870-1875.

Item Ref. 62D75

- 2. Wakefield:**      **West Yorkshire Archive Service: Wakefield. Registry of Deeds, Newstead Road, Wakefield WF1 2DE.**  
Tel. 01924 305980. Email: [wakefield@wyjs.org.uk](mailto:wakefield@wyjs.org.uk)

Settle-Carlisle Railway: photographs of Settle Junction and Settle station.

Ref. C802

Midland Railway: Settle-Carlisle railway Nos. 1, 2, 3 & 5 - Plans and sections

Dated 30 Nov. 1865, scale 1" to 2 miles, printed booklet, 61 leaves.

Ref. QE20/1/1865/17

## **9. Local Studies Sections of City and County Libraries**

Copies of local newspapers and periodicals, Census Returns and extensive records of the Parish Registers detailing baptisms, marriages and burials are usually available on film or as hard copy at these locations. They provide useful information on individuals, settlements and population trends, particularly during the periods when railways were being constructed to serve new areas. Most libraries also hold, or can obtain, copies of published material of railway interest. Their holdings are now generally listed on internet websites. They may also hold duplicate copies of some material also held at the County Record Offices.

Good library facilities are to be found at Bradford, Derby, Lancaster, Leeds, Skipton, Settle, Kirkby Stephen, Kendal, Penrith and Carlisle, and no doubt at other locations as well.

- a. Appleby. Library, Low Wiend, Appleby CA16 6QP. Tel. 017683 51170.**  
Email: [penrith.library@cumbria.gov.uk](mailto:penrith.library@cumbria.gov.uk)

A small branch library which holds a few Settle-Carlisle titles but it does have Internet access.

- b. Carlisle. City Library, 11 Globe Lane, Carlisle CA3 8NX. Tel. 01228 227312.**  
[www.cumbria.gov.uk/libraries](http://www.cumbria.gov.uk/libraries)  
Email: [carlisle.library@cumbria.gov.uk](mailto:carlisle.library@cumbria.gov.uk)

Cumbria Archive Services booklet *On the Right Track; a guide to Cumberland railway records deposited in the Cumbria Record Office* dated June 1995. [Note: a later edition is available at the Carlisle Record Office, see above.] Relevant material might include the following:

The South Durham and Lancashire Union Railway 1861 (for Smardale, including 124 Smardale - Kelleth Contract 1; 130 Tebay - Kirkby Stephen).

The Eden Valley Railway (1862).

Papers and accounts regarding sale of land 1857-1870.

Deposited plans 1861.

The Settle-Carlisle Railway (1876). Of particular relevance are:  
 Deposited plans 1865-1878.  
 Deposited plans 1891, 1903.  
 Carlisle Station – Return of empty casks from public houses, 1876.  
 Armathwaite Station – Lost Luggage Register, 1876-1965.  
 Newbiggin Station – records, letters and telegrams, regulations, daily freight returns, etc. 1891-1971.  
 Scotby: plan of cottages 1899.  
 Ormside Station: letter of appointment as assistant porter 1906.  
 Lazonby Station: supplementary merchandise rate book, 1913.  
 Railway Maps. A whole series is available, including details of the following:  
 Midland Railway – Crosby Garrett bridge No. 200 (4" to 1 foot scale).  
 Midland Railway – Ingleton control; retaining wall at Nutta, 1850.  
 London, Midland and Scottish Railway – Kirkby Stephen bridge No. 174, reconstructed 1926.  
 Ditto – Petheril Bridge Goods Yard.  
 Carlisle railway complex.  
 The Waverley Route.  
 Smardale – 110, 124.  
 London and North Western Railway 1912; Ingleton *et al.* 1917.

The local studies library and the borrowing section of the main library here both hold a comprehensive collection of railway books relating especially to the north of England.

**c. Hawes. Hawes Library and Customer Services Centre, The Neukin, Market Place, Hawes DL8 3RA.**  
 Tel. 01609 534597. Email: [hawes.library@northyorks.gov.uk](mailto:hawes.library@northyorks.gov.uk)

**d. Kendal. Kendal Library, Stricklandgate, Kendal LA9 4PY. Tel. 01539 713520.**  
 Email: [kendal.library@cumbria.gov.org](mailto:kendal.library@cumbria.gov.org)

There is an excellent Local Studies section here with many useful titles in stock and facilities for reference. The library is closed on Thursday afternoons.

**e. Kirkby Stephen. Kirkby Stephen Library, Old Grammar School, Vicarage Lane, Kirkby Stephen CA17 4QX. Tel. 017683 71775.**  
[www.penrith.library@cumbria.gov.uk](mailto:www.penrith.library@cumbria.gov.uk)

**f. Lancaster. Central Library, Market Square, Lancaster. LA1 1HY.**  
[www.lancaster.library@lancashire.gov.uk](mailto:www.lancaster.library@lancashire.gov.uk)

The Community Library in the city centre holds a good selection of railway books and provides facilities for searching Lancashire's Online Reference Library. Copies of all the local newspapers which provide detailed contemporary accounts of the construction of the line, especially in the area around Ribbleshead, are held on microfilm.

**g. Leeds. Leeds Central Library, Calverley Street, Leeds LS1 3AB.**  
[www.leeds.gov.uk/libraries](http://www.leeds.gov.uk/libraries)  
 Express Enquiry Service: Tel. 0113 247 6016. Email: [enquiry.express@leeds.gov.uk](mailto:enquiry.express@leeds.gov.uk)

The Lending Library carries a good selection of published titles of Settle-Carlisle and general railway interest. The Local and Family History Library upstairs has an excellent reference collection of Registers, Census Returns, maps, etc. for the whole of Yorkshire. There is an extensive card index system to the collection of a wide range of documents and publications relating to the Settle-Carlisle line.

**h. Northallerton. Northallerton Library, 1 Thirsk Road, Northallerton DL6 1PT.**  
 Tel. 0845 034 9506. Email: [northallerton.library@northyorks.gov.uk](mailto:northallerton.library@northyorks.gov.uk)

Copies of the Census Enumerators' Handbooks 1861-1881 are available here.

**i. Penrith. Penrith Library, St Andrew's Churchyard, Penrith CA11 7YA. Tel. 01768 812100**  
 Email: [penrith.library@cumbria.gov.uk](mailto:penrith.library@cumbria.gov.uk)

**j. Settle. Settle Library. Limestone View, Lower Greenfoot, Settle. BD24 9RB. Tel. 01609 534535**

Email: [settle.library@northyorks.gov.uk](mailto:settle.library@northyorks.gov.uk)

A small Branch library with a few items of local interest, but no primary source archive material. There is, however, an on-line access facility and books can be ordered through the County Library Service in the usual way.

**k. Skipton Library and Information Centre, High Street, Skipton. BD23 1JX. Tel. 01609 534548**

Email: [skipton.library@northyorks.gov.uk](mailto:skipton.library@northyorks.gov.uk)

There is a good stock of railway books in the reference section and a certain amount of documentary archive material, comprising largely of plans and land agreements. Items of interest to the Settle-Carlisle route are:

|           |  |                                |
|-----------|--|--------------------------------|
| Railways: | North Western Railway Co. (mostly land possessions and agreements) | Files 676-684                  |
|           | Midland Railway Co.  | Files 687-694                  |
|           | Midland Railway Co. Settle and Carlisle (mostly sale of land)      | Files 695-703                  |
|           | Railway maps (in map room)   | Files 743a&b                   |
|           |  | Files 535-537                  |
|           | Railway timetables   | Files 674,730,734              |
|           | Railway plans  | Files 615,679,680,697,700,706B |
|           | Railway Possession Notices   | Files 676,677                  |
|           | Railway Projects - Illingworth Vol. 2 Cuttings                     |                                |

**Closure proposals:**

|   |           |
|---|-----------|
| Closure documents   | File 743c |
| Nov. 1986 Civil Engineers Report on the Settle-Carlisle Railway Line,<br>Regional Civil Engineer, London Midland Region, Birmingham.  | CSK/REF   |
| Dec 1986 Financial Case for the closure of the Settle-Carlisle Railway Line,<br>Director, Provincial BR Board, London.  | CSK/REF   |
| Oct. 1988 Ditto (updated)   | CSK/RE    |
| Undated: Transport Users' Consultative Committee for North East<br>England: Proposed withdrawal of passenger services between<br>(a) Settle Station and Carlisle (Petteril Bridge Junction) and<br>(b) Blackburn (Daiseyfield Junction) and Hellifield, and closure of the<br>following stations: Settle, Horton in Ribblesdale, Ribbleshead, Dent,<br>Garsdale, Kirkby Stephen, Appleby, Langwathby, Lazonby and<br>Kirkoswald, Armathwaite and Clitheroe. |           |
| Undated: Summary of written objections.   |           |
| Undated: Principal points of objection and response by (i) British Rail and<br>(ii) Ribble Motor Services Ltd.  |           |

Annual Report: The Settle-Carlisle Railway Development Co. 1993/94.

## **10. The University of Bradford**

**Special Collections, J.B. Priestley Library, University of Bradford, Richmond Road, Bradford BD7 1DP.**

**Tel. 01274 233301. Email: [special-collections@bradford.ac.uk](mailto:special-collections@bradford.ac.uk)**

**[www.bradford.ac.uk/library](http://www.bradford.ac.uk/library)**

The W.R. Mitchell Archive is held here, Reference **MIT**, in eight large boxes. It includes two scrap books of material relating to the Settle-Carlisle Centenary of 1976.

## **11. The University of Cumbria**

**Technical Services Manager, Brampton Road Campus, Stanwix, Carlisle CA3 9AY.**

**Tel. 01228 400300.**

An extensive film archive is held here, largely featuring short news items from recent years.

## 12. The Midland Railway Study Centre

**Museum of Industry & History, The Silk Mill, Silk Mill Lane, Full Street, Derby DE1 3AF.**  
**Tel. 01332 255308.**

**Midland Railway Study Centre Co-ordinator: Dave Harris – Tel. 01283 702689. Enquiries may also be made via** [enquiries@midlandrailwaystudycentre.org.uk](mailto:enquiries@midlandrailwaystudycentre.org.uk)  
[www.midlandrailwaystudycentre.org.uk](http://www.midlandrailwaystudycentre.org.uk)  
[www.midlandrailway.org.uk](http://www.midlandrailway.org.uk)

Derby Museum of Industry and History, The Roy F. Burrows Midland Collection Trust and The Midland Railway Society came together in 2004 in The Silk Mill and in 2016 the Roy F. Burrows Collection Trust merged with the Midland Railway Trust to form a single registered charity. The Museum particularly traces the importance of developments in the railways and Rolls Royce aero-engines to Derby as an industrial town. The Midland Railway Study Centre is home to the extensive Roy F. Burrows Collection of documents and artefacts pertaining to the Midland Railway which had its headquarters in Derby throughout its entire existence from 1844 until 1922, when it was amalgamated with some other companies, notably the London and North Western Railway Company to form the London, Midland and Scottish Railway (LMS) on 1 January 1923 (an event known as the Railway Grouping to form 'The Big Four').

Some of the earlier material from FoSCL's archive is being deposited here to enhance the existing collection. The Centre is the largest publicly accessible collection of Midland Railway material in a single location in the UK. Work is in progress to have the catalogue of material listed on the Internet. Over 50,000 items are held in the archives, about 90% of which are from the Roy Burrows Collection.

## 13. Parish Registers

These provide details of individuals baptised, confirmed, married and buried in the parish churches of the parishes through which the railway was built. Similar records exist for non-conformist and Roman Catholic places of worship or the burial grounds for which they may have been responsible. The Registers, or transcripts of them, may be inspected in the parish churches by arrangement with the local incumbent or minister. The Church of England has statutory fees which are charged when their Parish Registers are opened for inspection. Alternatively, County Record Offices and local libraries usually possess copies or transcripts of the Registers which may be accessed free of charge.

The list shown in Appendix 9 indicates the names of the parishes through which the line passes between Settle Junction and Carlisle. Readers should be aware that the term 'parish' may be applied to an ecclesiastical parish or to a civil administrative area, and that the boundaries of these are not necessarily the same and also that they may even have been altered over the course of time. The Settle-Carlisle researcher is most likely to be concerned with the Victorian ecclesiastical parishes and the copies of the Parish Registers relating to them can easily and freely be viewed in the County Record Office appropriate for each parish.

## 14. Railway Operators, Railway Organisations and other official bodies associated with the line, directly or indirectly for tourism or recreational purposes

### a. Railway operators and organisations

**Arriva Rail North.**  
[www.arrivarailnorth.org](http://www.arrivarailnorth.org)  
**General enquiries: Tel. 0333 005 1948**  
**Email: [enquiries@arrivarailnorth.org](mailto:enquiries@arrivarailnorth.org)**

Arriva Rail North has held the Train Operator's franchise since 1 April 2016 and will do so for the next nine years, operating services between Leeds and Carlisle and between Leeds and between Lancaster and Morecambe. Settle-Carlisle Development Company and the Friends work closely in conjunction with Arriva Rail North to coordinate and improve services along the line.

For up-to-date information, see current timetables, publicity leaflets and the websites.

**Association of Community Rail Partnerships (ACoRP)**  
**The Old Water Tower, Huddersfield Railway Station, St George's Square, Huddersfield HD1 1JF.**  
**Tel. 01484 548926. Email: [info@acorp.uk.com](mailto:info@acorp.uk.com)**  
[www.acorp.uk.com](http://www.acorp.uk.com)

A promotional group supported by the Countryside Agency, the Strategic Rail Authority and ATOC (Association of Train Operating Companies).

### **Britrail**

[www.britishrail.com](http://www.britishrail.com)

For railway travellers from overseas.

### **Cumbrian Railways Association (CRA)**

[www.cumbrianrailways.org.uk](http://www.cumbrianrailways.org.uk)

A highly-respected organisation focusing on the railways of Cumbria, incorporating the former counties of Cumberland and Westmorland. Quite apart from publishing authoritative volumes on selected aspects on Cumbrian railways, the Association has been instrumental in depositing a large amount of archive material at the four Cumbrian Record Offices, two of which (Carlisle and Kendal) include much useful material relating to the Settle-Carlisle line which runs through the two former historic counties of the present administrative area.

The CRA has always been a strong supporter of the Settle-Carlisle line and was one of the organisations which played a key role in helping to save the line from closure.

### **DalesRail**

[www.friendsofdalesrail.org](http://www.friendsofdalesrail.org)

Formed in 1980 to support the Dales Rail service – a specially chartered train operating monthly during summer weekends to convey walkers and other recreational users into the Dales. The group was one of the key campaigners throughout the 1980s to save the line from closure by British Rail and to improve the scheduled services. The group continues to give practical support by encouraging the use of the line, particularly for recreational purposes. A full programme is published each year covering the Leeds- Settle-Carlisle and the Leeds-Morecambe lines, together with some other very interesting routes.

### **Eden Valley Railway**

Warcop Station, Warcop, Appleby. CA16 6PR.

Tel. 017683 42309

[www.evr-cumbria.org.uk](http://www.evr-cumbria.org.uk)

This organisation plans to restore parts of the former North Eastern Railway in the Warcop and Appleby area. It currently runs along two miles of track.

### **The Friends of the Settle-Carlisle Line (FoSCL)**

Settle Railway Station, Station Road, Settle BD24 9AA. [www.foscl.org.uk](http://www.foscl.org.uk)

Chairman: Douglas Hodgins, Bridge House, Church Brough, Kirkby Stephen CA17 4EN.

Email: [douglashodgins@settle-carlisle.com](mailto:douglashodgins@settle-carlisle.com)

Secretary: Paul Kampen, 74 Springfield Road, Baildon, Shipley BD17 5LX.

Email: [paul.kampen@settle-carlisle.com](mailto:paul.kampen@settle-carlisle.com)

Membership: Settle-Carlisle Railway Development Company, Appleby Station, Clifford Street Appleby. CA16 6TT.

Volunteers Co-ordinator: Ruth Evans, 49 Kings Mill, Settle BD24 9FD.

Email: [ruth.evans@settle-carlisle.co.uk](mailto:ruth.evans@settle-carlisle.co.uk)

The Friends is a group established in 1981 to campaign to save the line from the closure planned by British Rail. Since the reprieve granted in 1989, the main aims of the Friends are to support and promote use of the line, support preservation and restoration of structures and buildings along the line, to provide new facilities or improve existing facilities (including scheduled services) and to promote knowledge and appreciation of the line. There are many voluntary activities in which members can become involved to further these aims.

Membership is currently about 3300, making FoSCL the largest rail user group in the UK.

Members receive a quarterly magazine and other benefits.

### **HF Railtours**

HF Railtours, PO Box 36, Settle BD24 4AA.

[www.HF-railtours.co.uk](http://www.HF-railtours.co.uk)

See also entry under Pathfinder Railtours.

**Lancashire & Skipton Rail Users Group (LASRUG)**

Website: [www.lasrug.btck.co.uk](http://www.lasrug.btck.co.uk)

Formed in 1989, the group exists to represent present and potential users of the Leeds-Skipton-Morecambe-Lancaster railway line, and also to encourage greater use of public transport and to press for an integrated rail/road network in the Craven/Lancaster area. It also organises walks using the rail links on the Skipton-Morecambe line. A publicity leaflet is available, with sponsorship from Northern and Lancashire County Council.

**National Rail**

Enquiries 24 hours: (local rate, 24 hours) Tel. 0843 116 0018

[www.nationalrail.co.uk](http://www.nationalrail.co.uk)

**Network Rail**

London [www.networkrail.co.uk](http://www.networkrail.co.uk)

**Northern**

The current Train Operating Company (TOC). See entry under Arriva Rail North.

**Pathfinder Tours**

**Pathfinder Tours. Stag Ho., Gydynap Lane, Inchbrook, Woodchester, Gloucester GL5 5EZ.**

Tel. 01453 83541. [www.pathfindertours.co.uk](http://www.pathfindertours.co.uk)

Also: for online bookings: [www.hf-railtours.co.uk](http://www.hf-railtours.co.uk)

This company runs periodic rail tours over the Settle-Carlisle line.

**PMR Tours**

[www.prclt.co.uk](http://www.prclt.co.uk)

The Princess Royal Class Locomotive Trust runs periodic rail tours over the Settle-Carlisle line.

**Railway Heritage Trust (RHT)**

1 Eversholt Street, London NW1 2DN. Tel. 020 7904 7354

[www.railwayheritagetrust.co.uk](http://www.railwayheritagetrust.co.uk)

An independent registered company limited by guarantee, funded by Network Rail and Rail Property Ltd., whose role is to support, through grants, the conservation and restoration of historic railway buildings and structures. It also acts as an advisory body to property owners and others interested in the conservation of the country's railway heritage.

**Rail North**

Wellington House, 40-50 Wellington Street, Leeds. LS1 2DE.

[www.railnorth.org](http://www.railnorth.org)

A working partnership between the TOC (Northern) and Trans-Pennine Express to coordinate and develop rail transport in the north of England.

**Settle-Carlisle Enterprise Network Ltd. (SCeNe)**

**(formerly the Settle-Carlisle Line Business Liaison Group)**

The Community Office, Market Place, Hawes DL8 3RA. 0870 240 3966.

This voluntary organisation aims to support the Settle-Carlisle railway and appropriate developments that will benefit the economy and communities of the corridor it serves. Data received from the new electronic weather recording equipment at both Ribbleshead and Settle can be accessed by following the links on their website.



**Settle-Carlisle Line Association****Chairman: Bryan Gray,****Email: [bryangray@bryangray.co.uk](mailto:bryangray@bryangray.co.uk)**

Formed in 2014, the Association's principal role is to agree an overall vision, strategy and Budget for member Settle-Carlisle organisations (Friends, Development Company, Trust and Property Trust) and then work together to achieve the agreed strategy.

**Settle-Carlisle Partnership (SCP)****[www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk)**

An informal group set up to promote the scenic line, comprising the SCRDC, SCRT and FoSCL. This is one of the premier websites where the latest information on the line may be found; it also gives links to the other relevant organisations.

**Settle-Carlisle Railway Development Company (SCRDC)****Tel. 01729 825888.****[www.settle-carlisle.co.uk](http://www.settle-carlisle.co.uk)****Email: [admin@settle-carlisle.co.uk](mailto:admin@settle-carlisle.co.uk)**

Set up in 1992 as a public and private sector partnership, the Development Company is active in all aspects of the line today. It is responsible for promoting and supporting the scheduled services on the line and encouraging appropriate development throughout the area of the line. The organisation attracts funding from local, national and European bodies and continues to act as a focus for those who share a vision for the line in the future. There are offices in Appleby and Settle.

**Settle-Carlisle Railway Trust (SCRT)****[www.sandctrust.org.uk](http://www.sandctrust.org.uk)****Settle-Carlisle Railway Property Company****Chairman: Nick Pearce. Tel. 01524 761169. Email: [nick@monkeybeck.com](mailto:nick@monkeybeck.com)**

A registered charity established in 1990 through the initiative of the Friends of the Settle-Carlisle Line with the two-fold aims of (i) restoring and maintaining historic structures and buildings along the line and (ii) promoting knowledge and appreciation of the line and the surrounding area. The Trust has brought back three stations from a state of neglect and poor state of repair to the fully occupied and income-generating buildings seen today. Volunteers manage the Visitor Centre at Ribbleshead station and are engaged in other on-going projects.

The recently-formed Property Trust is the property arm of the S&C Trust and is now responsible for maintaining and developing the properties in its portfolio, namely the station buildings at Horton in Ribblesdale, Kirkby Stephen and Ribbleshead, the station master's house at Ribbleshead and the preserved signal boxes at Langwathby and Settle. New projects are envisaged for the future and further large-scale funding is being sought.

**Stainmore Railway Company (SRC)****Kirkby Stephen East, South Road, Kirkby Stephen. CA17 4LA.****Tel. 017683 71700.****[www.src.org.uk](http://www.src.org.uk)**

This organisation plans to restore parts of the former North Eastern Railway in the Kirkby Stephen (East) area. It currently operates over 1 mile of track.

**Statesman Rail****P.O. Box 83, St Erth, Hayle. TR27 9AD****[www.statesmanrail.com](http://www.statesmanrail.com)**

This company runs steam rail tours over the Settle-Carlisle line, including 'The Fellsman'.

**Traveline****Tel. 0871 200 22 33****[www.traveline.info](http://www.traveline.info)**

Useful for the latest information for train and local bus services.

**UK Steam Excursions**  
[www.uksteam.info](http://www.uksteam.info)

For the latest information on UK railway preservation and tours around the country.

**Vintage Trains**  
Vintage Trains Ltd. 670 Warwick Road, Tysely. Birmingham B11 2HL  
[www.vintagetrains.co.uk](http://www.vintagetrains.co.uk)

This company runs periodic rail tours over the Settle-Carlisle line.

**Weather Reports**  
[www.bbcweather.co.uk](http://www.bbcweather.co.uk)

Up-to-date weather reports can also be obtained via [www.mylocalweather.org.uk](http://www.mylocalweather.org.uk) and by following the links to Settle or Ribblesdale.

**Wensleydale Railway**  
Wensleydale Railway plc, Leeming Bar Station, Leases Road, Leeming Bar,  
Northallerton DL7 9AR.  
Information Line: Tel. 01677 425805  
[www.wensleydalerail.com](http://www.wensleydalerail.com)

Seasonal railway services operate between Leeming Bar and Redmire, via Beadale, Finghall and Leyburn. Check for details. The company aims eventually to restore links with the main line Midland Railway route at Garsdale.

## **b. Councils**

|  |   |
|--|---|
| <b>Appleby Town Council</b>  | The Moot Hall, Boroughgate, Appleby-in-Westmorland CA16 6XE.<br><a href="http://www.applebytown.org.uk">www.applebytown.org.uk</a>  |
| <b>Carlisle City Council</b>   | Civic Centre, Carlisle CA3 8QG. Tel. 01228 817200<br><a href="http://www.carlisle.gov.org">www.carlisle.gov.org</a>   |
| <b>Craven District Council</b>   | Belle Vue Square, Broughton Road, Skipton, BD23 1PJ.<br>Tel. 01756 700600<br><a href="http://www.cravenc.gov.uk">www.cravenc.gov.uk</a>   |
| <b>Cumbria County Council</b>  | The Courts, Carlisle CA3 8NA. Tel. 01228 606060.<br><a href="http://www.cumbria.gov.uk">www.cumbria.gov.uk</a>  |
| <b>Eden District Council</b>   | Town Hall, Penrith CA11 7QF. Tel. 01768 817817.<br><a href="http://www.eden.gov.uk">www.eden.gov.uk</a>   |
| <b>Lancashire County Council</b>                                       | P.O. Box 78, County Hall, Fishergate, Preston PR1 8XJ.<br>Tel. 0845 053 0000. Email: <a href="mailto:enquiries@lancashire.gov.uk">enquiries@lancashire.gov.uk</a><br><a href="http://www.lancashire.gov.uk">www.lancashire.gov.uk</a>                           |
| <b>North Yorkshire County Council</b>                                  | County Hall, Northallerton DL7 8AD. Tel. 01609 780780<br>Email: <a href="mailto:customerservices@northyorks.gov.uk">customerservices@northyorks.gov.uk</a><br><a href="http://www.northyorks.gov.uk">www.northyorks.gov.uk</a>                                  |
| <b>Settle Town Council</b>   | Market Place, Settle BD24 9EJ. Tel. 01729 823617.<br>Email: <a href="mailto:clerk@settletowncouncil.org.uk">clerk@settletowncouncil.org.uk</a><br><a href="http://www.settletowncouncil.org.uk">www.settletowncouncil.org.uk</a>                                |
| <b>Skipton Town Council</b>  | Town Hall, 49 High Street, Skipton. BD23 1DT. Tel. 01756 794357 or 700553.<br>Email: <a href="mailto:admin@skiptontowncouncil.gov.uk">admin@skiptontowncouncil.gov.uk</a><br><a href="http://www.skiptontowncouncil.gov.org">www.skiptontowncouncil.gov.org</a> |
| <b>West Yorkshire Metropolitan<br/>County: Metropolitan Boroughs -</b> | <b>Bradford, Calderdale, Kirklees, City of Leeds, City of Wakefield.</b>  |



### c. National Parks and Environmental Bodies

|  |  |
|--|--|
| <b>Lake District National Park Authority</b>             | Murley Moss, Oxenholme Road, Kendal LA9 7LL. Tel. 01539 724555<br><a href="http://www.lakedistrict.gov.uk">www.lakedistrict.gov.uk</a>   |
| <b>Natural England</b>                                   | Head Office: 1 East Parade, Sheffield S1 2ET. Tel. 0300 060 6000.<br>Regional Office: Natural England, Yorkshire & The Humber,<br>Alverton Court, Crosby Road, Northallerton DL6 1AD.<br>Tel. 0300 060 3788.<br><a href="http://www.naturalengland.org.uk">www.naturalengland.org.uk</a><br><a href="http://www.gov.uk/government/organisations/natural-england">www.gov.uk/government/organisations/natural-england</a> |
| <b>North East Civic Trust</b>                            | Blackfriars, Monk Street, Newcastle NE1 4XN. Tel. 0191 2329279.<br><a href="http://www.nect.org.uk">www.nect.org.uk</a>  |
| <b>North Pennines Area of Outstanding Natural Beauty</b> | <a href="http://www.northpennines.org.uk">www.northpennines.org.uk</a><br>North Pennines Tourism Partnership<br>Weardale Business Centre, The Old Co-op Building,<br>1 Martin Street, Stanhope, Co. Durham DL13 2UY.<br>Tel. 01388 528801.<br><br>The North Pennines has been designated an Area of Outstanding Natural Beauty (AONB) and a European and Global Geopark.   |
| <b>Yorkshire Dales National Park Authority</b>           | Yoredale, Bainbridge, Leyburn. DL8 3EL. Tel. 0300 456 0030.<br><a href="http://www.yorkshiredales.org.uk">www.yorkshiredales.org.uk</a>  |

### d. Regional Tourist Boards, Tourist Information Offices and Recreational Enterprises

|                                    |   |                |  |                 |   |                 |   |              |  |                              |  |
|------------------------------------|---|----------------|--|-----------------|---|-----------------|---|--------------|--|------------------------------|--|
| <b>Cumbria Tourism</b>             | Windermere Road, Staveley, Kendal LA8 9PL.<br>Tel. 01539 822222.<br>Email: <a href="mailto:info@golakes.co.uk">info@golakes.co.uk</a><br><a href="http://www.cumbriatourism.org">www.cumbriatourism.org</a><br><a href="http://www.golakes.co.uk">www.golakes.co.uk</a><br><a href="http://www.visiteden.co.uk">www.visiteden.co.uk</a>   |                |  |                 |   |                 |   |              |  |                              |  |
| <b>Yorkshire</b>                   | Welcome to Yorkshire, Dry Sand Foundry, Foundry Square, Holbeck, Leeds LS11 5DL.<br>Email: <a href="mailto:info@yorkshire.com">info@yorkshire.com</a><br><a href="http://www.yorkshire.com">www.yorkshire.com</a>   |                |  |                 |   |                 |   |              |  |                              |  |
| <b>Tourist Information Offices</b> | <table><tr><td><b>Appleby</b></td><td>Moot Hall, Boroughgate, Appleby-in-Westmorland CA16 6XE. Tel. 01768 351177<br/><a href="http://www.applebytown.org.uk">www.applebytown.org.uk</a></td></tr><tr><td><b>Bradford</b></td><td>Visitor Information Centre, Britannia House, Broadway, Bradford BD1 1JF. Tel. 01274 433678.<br/><a href="http://www.visitbradford.com">www.visitbradford.com</a></td></tr><tr><td><b>Carlisle</b></td><td>Old Town Hall, Green Market, Carlisle CA3 8JE.<br/>Tel. 01228 625600.<br/><a href="http://www.discovercarlisle.co.uk">www: discovercarlisle.co.uk</a></td></tr><tr><td><b>Hawes</b></td><td>National Park Centre, Station Yard, Hawes DL8 3NT. Tel. 01969 667450<br/><a href="http://www.yorkshiredaless.org.uk">www.yorkshiredaless.org.uk</a></td></tr><tr><td><b>Horton in Ribblesdale</b></td><td>Penyghent Cafe, Horton in Ribblesdale, Settle BD24 0HE. Tel. 01729 860333<br/>Email: <a href="mailto:mail@pen-y-ghentcafe.co.uk">mail@pen-y-ghentcafe.co.uk</a><br/><a href="http://www.daelnet.co.uk">www.daelnet.co.uk</a></td></tr></table> | <b>Appleby</b> | Moot Hall, Boroughgate, Appleby-in-Westmorland CA16 6XE. Tel. 01768 351177<br><a href="http://www.applebytown.org.uk">www.applebytown.org.uk</a> | <b>Bradford</b> | Visitor Information Centre, Britannia House, Broadway, Bradford BD1 1JF. Tel. 01274 433678.<br><a href="http://www.visitbradford.com">www.visitbradford.com</a> | <b>Carlisle</b> | Old Town Hall, Green Market, Carlisle CA3 8JE.<br>Tel. 01228 625600.<br><a href="http://www.discovercarlisle.co.uk">www: discovercarlisle.co.uk</a> | <b>Hawes</b> | National Park Centre, Station Yard, Hawes DL8 3NT. Tel. 01969 667450<br><a href="http://www.yorkshiredaless.org.uk">www.yorkshiredaless.org.uk</a> | <b>Horton in Ribblesdale</b> | Penyghent Cafe, Horton in Ribblesdale, Settle BD24 0HE. Tel. 01729 860333<br>Email: <a href="mailto:mail@pen-y-ghentcafe.co.uk">mail@pen-y-ghentcafe.co.uk</a><br><a href="http://www.daelnet.co.uk">www.daelnet.co.uk</a> |
| <b>Appleby</b>                     | Moot Hall, Boroughgate, Appleby-in-Westmorland CA16 6XE. Tel. 01768 351177<br><a href="http://www.applebytown.org.uk">www.applebytown.org.uk</a>  |                |  |                 |   |                 |   |              |  |                              |  |
| <b>Bradford</b>                    | Visitor Information Centre, Britannia House, Broadway, Bradford BD1 1JF. Tel. 01274 433678.<br><a href="http://www.visitbradford.com">www.visitbradford.com</a>   |                |  |                 |   |                 |   |              |  |                              |  |
| <b>Carlisle</b>                    | Old Town Hall, Green Market, Carlisle CA3 8JE.<br>Tel. 01228 625600.<br><a href="http://www.discovercarlisle.co.uk">www: discovercarlisle.co.uk</a>   |                |  |                 |   |                 |   |              |  |                              |  |
| <b>Hawes</b>                       | National Park Centre, Station Yard, Hawes DL8 3NT. Tel. 01969 667450<br><a href="http://www.yorkshiredaless.org.uk">www.yorkshiredaless.org.uk</a>  |                |  |                 |   |                 |   |              |  |                              |  |
| <b>Horton in Ribblesdale</b>       | Penyghent Cafe, Horton in Ribblesdale, Settle BD24 0HE. Tel. 01729 860333<br>Email: <a href="mailto:mail@pen-y-ghentcafe.co.uk">mail@pen-y-ghentcafe.co.uk</a><br><a href="http://www.daelnet.co.uk">www.daelnet.co.uk</a>  |                |  |                 |   |                 |   |              |  |                              |  |

|                       |   |
|-----------------------|---|
| <b>Ingleton</b>       | Tourist Information Office, Community Centre,<br>Ingleton, Carnforth. LA6 3HJ.<br>Tel. 01524 241049.<br>Email: <a href="mailto:ingletontic@btinternet.com">ingletontic@btinternet.com</a><br><a href="http://www.cravendc.gov.uk/tourism">www.cravendc.gov.uk/tourism</a><br><a href="http://www.yorkshire.com">www.yorkshire.com</a><br><a href="http://www.thisisingleton.co.uk">www.thisisingleton.co.uk</a> |
| <b>Kendal</b>         | Tourist Information Office, Made in Cumbria,<br>25 Stramongate, Kendal. LA9 4BH<br>Tel. 01539 735891<br>Email: <a href="mailto:info@kendaltic.co.uk">info@kendaltic.co.uk</a><br><a href="http://www.golakes.co.uk">www.golakes.co.uk</a>   |
| <b>Kirkby Stephen</b> | Upper Eden Visitor Centre, 23 Market Square,<br>Kirkby Stephen. CA17 4QN.<br>Tel. 017683 71199.<br>Email: <a href="mailto:visit@uecp.org.uk">visit@uecp.org.uk</a><br><a href="http://www.visiteden.co.uk">www.visiteden.co.uk</a><br><a href="http://www.discover.edenrivertrust.org.uk">www.discover.edenrivertrust.org.uk</a><br><a href="http://www.wordsworthcountry.com">www.wordsworthcountry.com</a>    |
| <b>Lancaster</b>      | Visitor and Information Centre, The Storeys<br>Creative Industries Centre, Meeting House Lane,<br>Lancaster LA1 1TH. Tel. 01524 582394.<br>Email: <a href="mailto:visitlancashire.com">visitlancashire.com</a>  |
| <b>Leeds</b>          | Visit Leeds & Art Gallery Shop, The Headrow,<br>Leeds. LS1 3AA.<br>City Station, Leeds LS1 1PL. Tel. 0113 242 5242.<br>Email: <a href="mailto:tourinfo@leeds.gov.uk">tourinfo@leeds.gov.uk</a><br><a href="http://www.visitleeds.co.uk">www.visitleeds.co.uk</a>  |
| <b>Leyburn</b>        | DalesHouse Guest House, Market Place, Leyburn<br>DL8 5BJ.<br>Tel. 01969 623814<br>Email: <a href="mailto:info@welcometoleyburn.co.uk">info@welcometoleyburn.co.uk</a><br><a href="http://www.welcometoleyburn.co.uk">www.welcometoleyburn.co.uk</a>   |
| <b>Morecambe</b>      | Visitor Information Centre, Old Station<br>Buildings, Marine Road, Morecambe. LA4 4DB.<br>Tel. 01524 582808<br><a href="http://www.visitnorthwest.com">www.visitnorthwest.com</a>   |
| <b>Sedbergh</b>       | 72 Main Street, Sedbergh LA10 5AD.<br>Tel. 01539 620125.<br>Email: <a href="mailto:tic@sedbergh.org.uk">tic@sedbergh.org.uk</a><br><a href="http://www.sedburgh.org.uk">www.sedburgh.org.uk</a>   |
| <b>Settle</b>         | Town Hall, Cheapside, Settle BD24 9EJ.<br>Tel. 01729 825192. Email: <a href="mailto:settle@ybtbic.co.uk">settle@ybtbic.co.uk</a><br><a href="http://www.cravendc.gov.uk/tourism">www.cravendc.gov.uk/tourism</a>  |
| <b>Skipton</b>        | Town Hall, High Street, Skipton BD23 1AH.<br>Tel. 01756 792809.<br>Email: <a href="mailto:skipton@ybtbic.co.uk">skipton@ybtbic.co.uk</a><br><a href="http://www.cravendc.gov.uk/tourism">www.cravendc.gov.uk/tourism</a>  |

## Long-Distance Walks

### Coast to Coast Walk

[www.coast2coast.co.uk](http://www.coast2coast.co.uk)  
[www.coast2coastwalk.co.uk](http://www.coast2coastwalk.co.uk)  
[www.macsadventures.com](http://www.macsadventures.com)  
Tel. 0141 530 7487  
[www.northwestwalks.co.uk](http://www.northwestwalks.co.uk)  
[www.thecoasttocoastwalk.info](http://www.thecoasttocoastwalk.info)

The Sherpa Van Ltd. 3 Bedford Road, London W4 1JD. Tel. 01748 826917

[www.sherpavan.co.uk](http://www.sherpavan.co.uk)

[www.wainwright.org.uk](http://www.wainwright.org.uk)

The 190-mile Coast to Coast walk, from St Bees Head in Cumbria to Robin Hoods Bay in North Yorkshire, is a long-distance walk across northern England. Devised by Alfred Wainwright in 1973, it crosses the Settle-Carlisle line at Kirkby Stephen.

#### **Dales High Way**

Devonshire Place, Skipton. BD23 2LP. Tel. 01756 794146

Email: [info@daleshighway.org.uk](mailto:info@daleshighway.org.uk)

[www.daleshighway.org.uk](http://www.daleshighway.org.uk)

90 miles across the high country of the Yorkshire Dales from Saltaire to Appleby and linking in with the Settle-Carlisle line – “England’s most beautiful railway”.

#### **Dales Way**

The Dales Way Association.

PO Box 334, Shipley. BD18 9DZ

[www.dalesway.org](http://www.dalesway.org)

[www.thedalesway.co.uk](http://www.thedalesway.co.uk)

[www.macsadventure.com](http://www.macsadventure.com).

From Ilkley to Windermere via the Three Peaks, crossing the road from Ribbleshead at Gearstones and over the Settle-Carlisle line at Blea Moor tunnel and Dent Head.

#### **Pennine Way**

Pennine Way Association.

[www.penninewayassociation.co.uk](http://www.penninewayassociation.co.uk)

[www.thepennineway.co.uk](http://www.thepennineway.co.uk)

[www.macsadventure.com](http://www.macsadventure.com)

Mickledore Travel Ltd. Tel. 017687 72335

Email: [info@mickledore.co.uk](mailto:info@mickledore.co.uk)

[www.mickledore.co.uk](http://www.mickledore.co.uk)

[www.nationaltrail.co.uk/pennine way](http://www.nationaltrail.co.uk/pennine-way)

Britain’s first long distance walk, 260 miles from Edale in the Derbyshire Peak District to Kirk Yetholm in Scotland. It crosses the Leeds-Carlisle line at Gargrave and keeps the railway in view around Horton in Ribblesdale and Penygvent.

#### **Ribble Way**

[www.ldwa.org.uk](http://www.ldwa.org.uk)

[www.ribbleway.co.uk](http://www.ribbleway.co.uk)

[www.sustrans.org.uk](http://www.sustrans.org.uk)

[www.visitribblevalley.co.uk](http://www.visitribblevalley.co.uk)

This 73-mile walk crosses the railway at Stainforth, Helwith Bridge and Horton in Ribblesdale.

#### **Three Peaks Walk**

[www.3peakswalk.com](http://www.3peakswalk.com)

[www.3peakswalks.co.uk](http://www.3peakswalks.co.uk)

[www.3peaks.co.uk](http://www.3peaks.co.uk)

[threepeakschallenge.uk](http://threepeakschallenge.uk)

[www.go4awalk.com](http://www.go4awalk.com)

[www.ldwa.org.uk](http://www.ldwa.org.uk)

The challenge is to complete the Three Peaks of Yorkshire (Penygvent, Ingleborough and Whernside) within 24 hours. The distance varies depending on the exact route taken, the minimum being 23.3 miles (37.5km) and the maximum 26.1 miles (42km).

#### **Pennine Helicopters**

Oakdene Farm, Saddleworth, Greater Manchester OL3 5LU.

Tel. 01457 820152. [www.penninehelis.co.uk](http://www.penninehelis.co.uk)

Email: [enquiries@penninehelis.co.uk](mailto:enquiries@penninehelis.co.uk)

This company offers helicopter flights over the Settle-Carlisle line, flying at about 1500ft.

## Visit Cumbria

[www.visitcumbria.com](http://www.visitcumbria.com)

The interest and value of this website is considerably enhanced by the inclusion of hundreds of photographic images taken by Simon Ledingham from his gyrocopter.

See especially [www.visitcumbria.com/simon](http://www.visitcumbria.com/simon) where one will find impressive photographs of the viaducts, tunnels, etc. on the northern stretch of the line. It has to be said that the entire Settle-Carlisle line is crying out to receive full coverage by this means, especially as it affords a means of looking reasonably closely at areas to which there is no public access and also to the adjacent lands occupied during the construction period to help in archaeological research of lost shanty towns, tramways, etc.

## Yorkshire Dales Guides

David Gallivan, Hornby Laithe, Stainforth, Settle BD24 9PB. Tel. 01729 824455

Email: [info@yorkshiredalesguides.co.uk](mailto:info@yorkshiredalesguides.co.uk)

[www.yorkshiredalesguides.co.uk](http://www.yorkshiredalesguides.co.uk)

Caving, climbing, navigation skills, GPS and safety on the hills, guided walks, safety cover, challenge events and team building sessions offered for all abilities. Indoor facilities based on the Three Peaks area of the Dales.

## (e) Some official publications on railway policy & operations with a Settle-Carlisle interest

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|---|---|
| <b>Advertising Principles</b> 1987                        | <i>Passenger Profile and Attitude Research on the Leeds-Settle-Carlisle Service.</i> ***<br>Report published November 1987. 84pp.   |
| <b>Allinson, Chris &amp; Annison, Ruth</b> 1991           | <i>Trains and Trade: A Report.</i> See under SCRBLG below.  |
| <b>Association of Community Rail Partnerships (ACoRP)</b> | <i>Rail Freight.</i> 46pp. 2005. Illustrated. *<br>A 'Toolkit' guide for community groups and rail partnerships, aimed at explaining how rail freight works and how more freight traffic can be brought back on to the railways.<br><i>Train Times</i> journal.   |
| <b>Bounds, G. (c.1990)</b>                                | <i>Settle-Carlisle Renaissance.</i> ***<br>37pp. c. 1990. 33 pages of illustrations and two maps. Glasgow: Holmes Lamb & Strathearn, Architecture & Design, and Kendal: Woolerton Truscott, Landscape Architects. This document is a report commissioned by British Rail's Provincial Manager to set the agenda for the design and impact of the railway corridor and its stations following the publication of the paper in 1990 entitled <i>Settle-Carlisle Railway - Opportunities for Development</i> (see under Standing Conference below) in the wake of the government's announcement that the line was to be kept open. It provides detailed plans for a unified house style in the restoration of buildings, signage, etc. for use along the line following the 1989 reprieve. |
| <b>British Rail (Eastern Region)</b> 1989                 | <i>The Way Ahead for the Settle &amp; Carlisle line.</i> ***<br>Press Release and information pack. Folder. May 1989.   |
| <b>British Rail (Eastern Region)</b> 1990                 | <i>Promotional opportunities for the Leeds-Settle-Carlisle line.</i> ***<br>Report. February 1990   |
| <b>British Rail (LMR)</b> 1986                            | <i>Civil Engineering report on the Settle-Carlisle line.</i> November 1986. ***   |
| <b>British Railways Board</b> 1988                        | <i>Settle-Carlisle Railway: background information for prospective purchasers.</i> ***<br>42pp. with illustrations and map. Published August 1988 Lazard Bros. London for the British Railways Board at the time when plans for sale of the line were being considered.   |
| <b>British Railways Board</b> 1989                        | <i>A whole new package of improvements for the Settle &amp; Carlisle line.</i> ***<br>Press release and information pack. Folder. October 1989.   |

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| <b>Charity Campaigns</b> 1990                           | <i>Settle-Carlisle Railway.</i><br>Preliminary outline recommendations for a public relations-cum-fund raising campaign for the Settle-Carlisle Railway Trust. October 1990. 44pp.   | *** |
| <b>Countryside Commission</b> 1979                      | <i>Dales Rail – Report of an experimental project in the Yorkshire Dales National Park.</i><br>34pp. with illustrations. Cheltenham. ISBN 0 902590 81 2. £1.80   | *** |
| <b>Countryside Commission</b> 1985                      | <i>Interpreting the Heritage of the Settle-Carlisle Railway Line.</i><br>A report prepared by the Centre for Environmental Interpretation, Manchester Polytechnic. 1985. ISBN 0 86170129 1. 40pp, with illustrations, 1 map, 8 appendices. £4.75. Cheltenham.  | *** |
| <b>Department of Transport</b> 2007                     | <i>Review of Community Rail Development Strategy.</i> March 2007. 40pp.  | *   |
| <b>Firth, Martin</b> 2007                               | <i>The Settle-Carlisle Railway: Design Guide.</i><br>A report by Martin Firth on behalf of the Settle-Carlisle Railway Trust, amended January 2007. The purpose of the Guide is to set uniform standards of restoration and maintenance for stations along the line in order to achieve a consistency of quality and appearance that will enhance the status and appeal of the route.  | *** |
| <b>Friends of the Settle-Carlisle Line (FoSCL)</b> 1988 | <i>Memorandum relating to the future of the line.</i><br>Report. December 1988.  | *** |
| <b>House of Commons Transport Committee</b> 1987        | <i>The Financing of Rail Services.</i> Report. HMSO. £7.00   | **  |
| <b>Jarvis</b> 1989                                      | <i>A feasibility study on the training and employment potential within the Settle to Carlisle corridor.</i> 76pp. Report.  | *** |
| <b>Joint Councils Steering Group</b> 1988               | <i>Developing the Settle-Carlisle Corridor.</i><br>14pp. Published in August 1988 by the West Yorkshire Passenger Transport Authority and Cumbria County Council, on behalf of the JCSG.<br>A report on how to develop rail services in support of the communities and commercial enterprises along the line and the help required by councils to ensure provision of a suitable railway operator of the railway in the event of a sell-off (something which was being planned at the time). | *** |
| <b>Joint Councils Steering Group</b> 1989               | <i>Settle-Carlisle Railway: Patronage – Growth and Prospects.</i><br>A report on behalf of the Joint Councils Steering Group, March 1989. 11pp.  | *** |
| <b>Lonsdale, Jeff</b> 1993                              | <i>Settle-Carlisle Railway Corridor. Tourism Development: A Strategy for Action. Final Report.</i><br>A report to Cumbria Tourist Board by Jeff Lonsdale in association with TMS Management Consultants and the MVA Consultancy. 106pp. and seven appendices. This is the response to the proposal listed under Siân Johnson Associates (1984) below.  | *** |
| <b>Ministry of Transport</b> 1960                       | <i>Report on the accident which occurred on 21 January 1960 near Settle in the London Midland Region British Railways.</i><br>14pp. with map and plans. London, HMSO. 4/6d.<br>Official report on the accident involving the sleeper express from Glasgow.   | *** |
| <b>Network Rail</b> 2008                                | <i>Lancashire and Cumbria Route Utilisation Strategy.</i> August 2008. 114pp.  | **  |
| <b>Northern Rail</b>                                    | <i>Connections.</i> Northern Rail's stakeholder magazine.  | *   |
| <b>Pacey, Arnold</b> 1986-1995                          | <i>Observations relating to the Settle and Carlisle railway.</i>   | *** |
| <b>Peida</b> 1984                                       | <i>The Settle and Carlisle Railway: Main and Summary Reports.</i><br>Prepared by Peida plc in association with W.A. Fairhurst and Partners (Consulting Civil and Structural Engineers), on behalf of a group of local authorities and other interested bodies. 31pp.   | *** |
| <b>Peida</b> 1988                                       | <i>Settle-Carlisle Railway Business Development Plan.</i> Technical report. 68pp. October 1988.  | *** |

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| <b>Peida 1992</b>  | <i>Settle-Carlisle Railway Corridor: Tourism Strategy.</i> ***<br>A proposal by Peida plc (Planning, Economic & Development Consultants) August 1992. 11pp. with Appendix. Sponsored by the Cumbria Tourist Board and Settle-Carlisle Railway Development Company.   |
| <b>Railway Development Society 1991</b>                      | <i>A Rail Strategy for the North West: Taking the Train to the Twenty First Century and Beyond.</i> **<br>50pp. £2.50. A report prepared by Richard Watts for Merseyside, Greater Manchester, Lancashire and Cumbria, including the Settle-Carlisle and the Blackburn-Hellifield lines. It examines what is required to make the north-west rail network more effective in meeting the needs of the region for decade to come.   |
| <b>Railway Heritage Trust</b>                                | <i>Annual Reports and Accounts.</i> Produced annually, these documents *<br>summarise developments throughout the national rail system, especially with regard to refurbishment of existing buildings and structures which form a vital part of the railway heritage. The Settle-Carlisle line features prominently in most issues.<br><br><i>21 years of the Railway Heritage Trust.</i> 2007. 96pp. See main publications listed in Section B under author's name Richard Horne. |
| <b>Railway Publishing Co. London</b>                         | <i>The Railway Year Book.</i> *<br>First published c. 1897, this annual publication ran for many years. It gave details of all the railway companies in current operation and contained many tables of useful information.   |
| <b>Regional Railways</b>                                     | <i>Dales View.</i> A magazine for Dales Railcard users. **   |
| <b>Roberts, Jonathan 1986</b>                                | <i>New Life in the Hills.</i> ***<br>See entry below under Settle-Carlisle Joint Action Committee.   |
| <b>Rural Development Commission</b><br>Jan. 1989 – Dec. 1996 | <i>Project Example: Settle-Carlisle Railway.</i> ***<br>Records of the Operations Directorate, Rural Transport Development Fund (RTDF).  |
| <b>Settle-Carlisle Railway Business Liaison Group 1991</b>   | <i>Trains &amp; Trade Settle-Carlisle. A Report on small enterprises in the Settle-Carlisle railway corridor.</i> ISBN 0 90262919 0. 48pp. £10.00. ***<br>Edited by Chris Allinson and Ruth Annison and published in association with the National Rural Enterprise Centre. Illustrated, with map.   |
| <b>Settle-Carlisle Railway Business Liaison Group 1994</b>   | <i>Taking the Train: A Report. An assessment of the social and economic consequences following the withdrawal of early morning through services on the Leeds-Settle-Carlisle Railway.</i> Compiled by John Whitelegg. ***<br>ISBN 0 95240690 X. 28pp.  |
| <b>Settle-Carlisle Railway Business Liaison Group 1996</b>   | <i>Increasing patronage on the Leeds-Settle-Carlisle line: the Hellifield link and other options: A Report of a conference chaired by John Watts MP, Minister for Railways and Roads, 22 September 1995 at Randells Hotel, Skipton.</i> ***<br>Prepared by Paul Salveson, Transport Research and Information Network. ISBN 0 9524069 5 0. January 1996. 14pp. + 2pp. maps/diagrams. £5.00  |
| <b>Settle-Carlisle Joint Action Committee 1985</b>           | <i>Bus deregulation and abolition of the Metropolitan County Councils: their effect significance for the Settle-Carlisle closure proposals.</i> 6pp. May 1985. ***   |
| <b>Settle-Carlisle Joint Action Committee 1985</b>           | <i>Information Note.</i>   |
| <b>Settle-Carlisle Joint Action Committee 1986</b>           | <i>New Life in the Hills.</i> ***<br>Report to the Settle-Carlisle Joint Action Committee concerning local station re-opening on the Settle-Carlisle and Blackburn-Hellifield lines compiled by Jonathan Roberts. 1986. 94pp. ISBN 0 9510329 5 X.  |
| <b>Settle-Carlisle Joint Action Committee 1986</b>           | <i>Retraining the Settle-Carlisle.</i> ***<br>A report prepared for the Committee by TEST. Report No. 67, February 1986. ISBN 0 905545 12 5.   |

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| <b>Settle-Carlisle Joint Councils Steering Group</b> 1988              | <i>Developing the Settle-Carlisle Corridor: a Statement.</i> Report. August 1988.   | ***        |
| <b>Settle-Carlisle Railway Trust</b> 1991                              | <i>A Line for everyone: Operation Restoration.</i> An A4 leaflet.   |            |
| <b>Siân Johnson &amp; Associates</b> 1984                              | <i>Settle and Carlisle Railway: Proposal for a feasibility study for large scale leisure development of the Hellifield-Appleby corridor.</i> London.  | ***        |
| <b>Standing Conference for the Settle-Carlisle Railway</b> 1990        | <i>Settle-Carlisle Railway: Opportunities for Development.</i><br>An A4 prospectus. 24pp. April 1990. Prepared by Windsor D. Biggs, County Planning Officer, Kendal. Examining possible opportunities for developing the tourist potential of the line which are within an easy day's trip distance for 8 million people. | ***        |
| <b>Transport Users' Consultative Committee for NE England</b> 1986     | <i>The Settle-Carlisle and the Blackburn-Hellifield Railway Lines: Comments and Conclusions.</i> December 1986.<br><i>The Settle &amp; Carlisle Line and Tourism.</i> An appraisal and report by W.S. Butler. December 1986.  | ***<br>*** |
| <b>Wakeford, John, and Whitelegg, John.</b> 1986                       | <i>The Ribblesdale Project Feasibility Study.</i><br>A study designed to assess the potential for developing the economy of north Ribblesdale with particular reference to the area's industrial heritage. The University of Lancaster. 42pp.   | **         |
| <b>West Yorkshire Passenger Transport Authority and Executive</b> 1988 | <i>Settle-Carlisle Railway: The Case for Retention.</i><br>A submission to the Secretary of State for Transport on behalf of the Joint Councils Steering Group. December 1988. Report prepared for the Joint Councils Steering Group by Cumbria County Council and Lancashire County Council. 50pp.                       | ***        |
| <b>Yorkshire Dales National Park Authority</b> 2010                    | <i>Conservation Area Appraisals in the Yorkshire Dales National Park: Settle-Carlisle Railway.</i> Adopted Document. 90pp. Illus., maps & plans.  | ***        |

## 15. Buildings, features, infrastructure, artefacts, etc. of the railway, currently in use and preserved

One of the fundamental primary sources of the railway is the railway itself! Much useful information may be obtained from personal examination of the structures and equipment in current use on the railways. However, remember that it is illegal to trespass on certain parts of railway property and Network Rail, unlike British Railways of earlier years, are not in favour of issuing Line-side Passes. Most of the line is bounded by private land over which there is no public access either by road or footpath. Rights of way should be respected and the 1:25 000 O.S. maps clearly show public footpaths and bridleways, and also access points over rough open countryside. Happily, many landowners will grant access to their property if their permission is sought first although there are others who take a less sympathetic stand, especially on some of the larger estates in the Eden valley where agricultural, forestry or industrial operations are of particular importance.

It is worth remembering that serving and retired railway employees are a rich source of information on matters pertaining to the railway. Various attempts have been made in recent years to record memories on tape; these may occasionally be found in local archives or they may have been transcribed and recorded in print.

## 16. Museums and private collections

There is a wealth of original material in the form of artefacts, photographs, documents and photographs in local museums and private collections throughout the country. In their own way, these materials may be considered as primary source material. However, it is often fragmentary, rarely documented and more difficult to locate, although museums generally now produce a catalogue of their acquisitions and publicise what access is available to the researcher or items which are on public display. Of particular significance in this category is the Midland Railway Study Centre in Derby: see entry in Section M.

## 17. Archive Newsreel Film

The film archive of British Pathé News is now available on-line and there are many sequences of historical railway events available. See the website of British Pathé News ([www.britishpathenews.com](http://www.britishpathenews.com)): enter the subject to be searched and follow the links. Two interesting sequences, albeit brief ones, relating to the Settle-Carlisle line and referred to in this Handbook (Section H) feature the Ais Gill disaster of 1913 and the naming of the LMS locomotive No. 5538 *Giggleswick* at Settle station in 1938. No doubt there are others available.

## B. BOOKS, PAMPHLETS AND LEAFLETS

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In this section a convention has been used to indicate the relevance of the published resources to the Settle-Carlisle line:

- \*\*\* indicates publications relating *solely* to the Settle-Carlisle line;
- \*\* indicates publications with a *significant* Settle-Carlisle coverage;
- \* indicates publications with *minimal coverage* or of *related interest* to the Settle-Carlisle line.

A title against which there is no comment indicates a publication of which the author is aware but has not personally seen a copy, although for which bibliographic details may still be available.

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**ABBOTT, STAN.** *To Kill a Railway.*

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**Hawes, Leading Edge. 1986. ISBN 0 948135 01 8**  
162pp. 24 illustrations, 4 line drawings, 4 maps. £3.95

The plight of the Settle-Carlisle line is considered in the context of the political forces that have tended to shape Britain's railways, largely for the worse, since the 1930s. It was a timely reminder of the need for positive thinking when the line was under its most recent threat of closure in the 1980s. Many of the arguments remain relevant in the renewed crisis facing public transport at the beginning of the third millennium.

**ABBOTT, STAN and WHITEHOUSE, ALAN.** *The Line That Refused To Die.*

\*\*\*

**Hawes, Leading Edge. 1990. ISBN 0 948135 17 4** (cased); **0 948135 18 2** (paper).  
224pp. 58 illustrations, 9 line drawings, 1 map. £6.25 (paper).  
**1994 Revised Edition.**

A follow-up to Stan Abbott's book of 1986 telling of the successful campaign spearheaded by the Settle-Carlisle Joint Action Committee to save the line against much political and official opposition.

**ADDY, BILL.** *West Riding Engineman.*

\*\*

**Clapham, Dalesman. 1984. ISBN 0 85206 765 8/0 85206 766 6**  
72pp. 13 illustrations. £2.25

An autobiographical account by a retired High Speed Train driver of his forty-six years on the railways. In Chapter 4 the author recalls his days as a fireman on 'The Carlisle Road'. Bill Addy is noted for initiating a campaign during the 1960s to help curb railway vandalism and for which he was awarded the British Empire Medal (BEM) in 1974.

**AITKENHEAD, N. et al.** *The Pennines and Adjacent Areas.*

\*

**Nottingham, British Geological Survey. Fourth Edition. 2002. ISBN 0 85272 424 1**  
206pp. Numerous coloured plates, diagrams and maps. £18.00

The official and definitive account of the geology of the area, covering the Midland Railway's route to Scotland as far north as Armathwaite. For *Northern England*, see Stone (2010) below.

**ALBUM, EDWARD.** *1989 to 2014: Run-down to Renaissance. The Fight to Save the Settle-Carlisle Line.* \*\*\*

**Settle, Friends of the Settle - Carlisle Line. 2014.**  
14pp. 34 illustrations in colour and black and white. £1.50.

A concise summary produced to mark the 25<sup>th</sup> Anniversary celebrations on 11 April 2014 and written by a key player in the campaign to save the line from closure. Edward Album, a London solicitor, acted as the formidable legal adviser to the Friends' Committee and worked tirelessly with the then Chairman Brian Sutcliffe and many others, including several organisations, to contest British Rail's proposals for closure.



**ALLEN, CECIL J. and COOPER, B.K. *Titled Trains of Great Britain.***

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**Shepperton, Ian Allan. 6<sup>th</sup> Edition, 1983. ISBN 0 7110 1309 8**  
192pp. 122 illustrations. £8.95

Cecil J. Allen's 1946 publication has been revised by B. K. Cooper. It continues to be an interesting compendium of 135 named trains, including *The Thames-Clyde Express*, *The Thames-Forth Express*, *The Waverley* and others from Yorkshire which would have linked up with Settle-Carlisle trains south of Leeds to St Pancras.

**ANDERSON, ALAN. *Famous Trains and their Routes: The Thames-Clyde Express***

\*\*\*

**Leicester, The Brockhampton Press. 1955.**  
56pp. 'Famous Journeys' Series.

A delightful but scarce and little-known volume, with text and several illustrations.

**ANDERSON, ROBERT. *West Riding Steam 1955-1969.***

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**Todmorden, Bellcode Books. 2003. Railway Memories Series No. 16. ISBN 1 871233 16X**  
112pp. 206 illustrations. £12.95

This "pictorial diary", edited by Steve Chapman, gives wide coverage to the many lines penetrating the industrial centres of the former West Riding of Yorkshire, many of which would be quite unrecognisable today. Profusely illustrated with fine images and a very informative text. Careful use of maps would have considerably enhanced the usefulness of the book.

**ANDERSON, V.R. & FOX, G.K. *A Pictorial Record of Midland Railway Architecture.***  
***Midland Railway Architecture: A Pictorial Record of Midland Railway Stations.***

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**Poole, Oxford Publishing Co. 1985. ISBN 0 86093 320 2**  
112pp. 245 plates. 1 map and 25 figures.

A magnificent summary, profusely illustrated with half-tone photographs and line drawings, of Midland Railway station architecture. The Settle-Carlisle is well represented and the text is highly informative throughout.

**ANDERSON, V.R. & FOX, G.K. *Stations & Structures of the Settle & Carlisle Railway.***

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**Poole, Oxford Publishing Company. 1986, reprinted 2000. ISBN 0 86093 360 1**  
144 pages of illustrations, track layouts and signalling diagrams. £14.95; 2000 edition £19.99.

A comprehensive compendium of all the buildings and track layouts from Settle Junction to Petteril Bridge Junction at Carlisle. Many historic photographs and line diagrams are included in this excellent publication. This book would be of particular interest to enthusiastic railway modellers. This is, however, one of the publications which makes the claim that there were seven shafts sunk on Blea Moor for constructing the 2629 yard long tunnel and there are several instances where the dates given do not agree with those of other authorities. Since the authors do not list their sources these dates cannot easily be verified.

**2<sup>nd</sup> Edition, under the imprint of Ian Allan Publishing, Hersham. 2014. ISBN 978 0 86093 662.**  
168pp. Colour and black and white illustrations, including track layouts, maps and signalling diagrams.

This Second edition comprises a reprint of the First edition but with the addition of a further 24 pages containing a random collection of 39 colour illustrations covering the period 1965-1985. Unfortunately, the original images have lost some of their clarity in the reprinting and opportunity has neither been taken of providing a list of sources or of correcting some of the earlier errors. Disappointing, not least because of the new price.

**ANON. *Carlisle Citadel Station Centenary: September 1947.***

\*

**Carlisle, W. Johnson. 1947.**  
12pp.

A pamphlet produced to commemorate the centenary of this strategic rail centre in the north of England.

**ANON. *Whistlers Over Ais Gill.***

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**Class 40 Preservation Society. 1981.**

A pamphlet featuring BR Class 40 diesel locomotives over the Settle-Carlisle line.

**ANON. *Dales Rail – Settle and Carlisle Railway.***

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**Leyburn, Yorkshire Dales National Park Committee.**  
**1976. ISBN 0 905455 02 9** 16pp.  
**2<sup>nd</sup> edition 1984. ISBN 0 905455 14 2**  
12pp. 9 illustrations. Five line drawings.

A well-illustrated booklet, being a revision of that first produced in 1976 for the Dales Rail service. Many features which can be seen from the carriage window as one travels by train are depicted. There are brief notes on the line and the enterprising Dales Rail scheme. The delightful sketches are by Edward Gower.

**ANON. *Horton in Ribblesdale: The Story of an Upland Parish.***

\*

**Horton Local History Group/Settle, North Craven Heritage Trust. 1984. ISBN 0 9510071 0 6**  
iv + 64pp. 4 half-tones, 4 maps and two other illustrations.

The results of local research conducted by the local community. Farming and quarrying activities feature prominently and the impact of the railway is considered. An aerial view of Beecroft (Delaney) limestone quarry in 1939 shows the extensive network of sidings which until 1970 served the Settle-Carlisle line with regular traffic.

**ANON. *ABC Alphabetical Railway Guide July 1923.***

\*

**Newton Abbot, David and Charles. 1986. ISBN 0 7153 8909 2**

600pp. A facsimile of one of the first APC Railway Guides to be published after the Grouping of 1923. Each station is listed alphabetically, with the price of fares and distances to/from London and the size of the local population. An introduction to this valuable and fascinating reprint is by David St John Thomas.

**ANON. *Discover Leeds-Settle-Carlisle on Britain's Scenic Railway: Schools Work Pack.***

\*\*\*

**Studyline. 1988.**  
38pp. Illustrated.

A simple study booklet produced by BR for Junior/Middle School pupils using the railway and places en route for cross-curricular subjects.

**ANON. *The Midland's Settle & Carlisle Distance Diagrams.***

\*\*\*

**Cumbrian Railways Association. 1992. ISBN 0 9519201 0 3**  
25pp. Route diagrams and two gradient profiles. £2.50

This book comprises facsimiles of the official diagrams covering the Leeds-Settle-Carlisle route as well as adjacent lines of the Midland system. The extra detailed information on signal boxes, junctions and sidings is absorbing and the summary tables of distances provide a ready source of reference for those seeking detailed information.

**ANON. *Carlisle – The Border City.***

\*

**1992. A guide.**  
28pp. £2.50

Brief reference is made to the railways at Carlisle, including the Midland's Settle-Carlisle which brought its first passengers via that route in 1876.

**ANON. *School Pack: Settle-Carlisle Railway. Using the Settle-Carlisle Railway in Education.***

\*\*\*

**Settle, Settle-Carlisle Railway Development Company. 1994.**

A pack of 15 loose resource sheets prepared by a group of teachers from Cumbria and North Yorkshire seconded to the SCRDC. Sheets focus on the historical background, life in the shanties, Arden Gill viaduct, "Blocks of Stone", architectural features, the Ribbleshead trail and the Mysteries of Blea Moor. Quotations from original sources and a time-line form part of this useful resource material. See also Mitchell 1995b.

**ANON. *Buildings of the Settle-Carlisle Railway.***

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**North East Civic Trust for English Heritage *et al.* 1996.**

A series of folded A5-size leaflets.

1. *Buildings of the Settle-Carlisle Railway: An Introductory Guide to their Conservation.*
2. *Station Buildings of the Settle-Carlisle Railway.*
3. *Station Masters' Houses of the Settle-Carlisle Railway.*
4. *Railway Workers' Cottages of the Settle-Carlisle Railway.*

The purpose of this interesting little series was to provide a better understanding of the special character of the buildings along the Settle-Carlisle railway corridor, now a designated Conservation Area, and to assist those entrusted with their care in appropriate conservation and repairs. Each leaflet is illustrated with half-tones and line drawings and in No. 1 there is a summary map of the line showing the location of key buildings.

**ANON. *BR Main Line Gradient Profiles: The Age of Steam.***

\*

**Shepperton, Ian Allan. 1997. ISBN 0 7110 0875 2. First published 1966; reprinted 1970, 1978, 1983.**  
72pp. Gradient profiles accompanied by regional route plans. Index.

A useful compendium of all main line gradient profiles in regular use throughout the six BR regions in the era before the demise of steam motive power in 1968.

**ANON. *Look out! Along the Settle – Carlisle.***

\*\*\*

**Newcastle upon Tyne, North East Civic Trust. 1997.**

Folded leaflet containing maps, games and questions for young people for use on the journey over the line.  
6 pages in folded A4-size format. 75p.

A novel and entertaining activity leaflet for children which deserves to be more widely publicised and used, to direct the attention of otherwise 'bored' children on the journey away from their iphones and video games!

**ANON. *Walks: Settle Carlisle (Northern Section).***

\*\*\*

**Settle, Settle-Carlisle Railway Development Company. 1998.**

Folded A2 leaflet, illustrated in colour. 60p

Six short walks within reach of stations between Garsdale and Armathwaite are described in detail, with much additional information for the visitor on tea-rooms, local pubs, cycle hire, information centres and places of interest. Clear high-scale sketch maps accompany each of the six routes. Other stations forming departure points are Lazonby and Kirkoswald, Langwathby, Appleby and Kirkby Stephen.

**ANON. *Walks: Settle Carlisle (Southern Section); Leeds Morecambe.***

\*\*\*

**Settle, Settle-Carlisle Railway Development Company. 1999.**

Folded A2 leaflet, illustrated in colour. 60p

Six short walks within easy reach of Settle, Horton in Ribblesdale, Ribbleshead, Dent, Clapham and Carnforth. Much additional information for the visitor is provided on tea-rooms, local pubs, cycle hire, information offices and places of interest. Clear high-scale sketch maps accompany each of the six routes.

**ANON. *British Railways Layout Plans of the 1950s, Volume 12.***

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**Signalling Record Society. 1999. ISBN 1 873228 15 5**

52pp, with Index and sketch map of the line. £5.95

Layout plans of the Midland Railway's main line extension from Leeds to Carlisle and associated branches, showing all sidings, signalling and details of signal frames, dates of box closures, etc., with useful accompanying notes. A mine of information for those requiring fine detail.

**ANON. *See the Best of Britain by Train.***

\*

**Lichfield, Past Time Rail. 2001. [www.past-timerail.co.uk](http://www.past-timerail.co.uk)**

24pp. Illustrated.

The Settle-Carlisle route is featured in this compilation of the best journeys to be experienced in Britain.

**ANON. *The Lord Bishop.***

\*\*\*

**Princess Royal Class Locomotive Trust. 2003.**

16pp. 22 illustrations.

Designed as a souvenir of the special commemorative train hauled by former LMS No. 6233 *Duchess of Sutherland* in tribute to the Rt Rev. Eric Treacy, retired Bishop of Wakefield, on 17 May 2003. Bishop Treacy, known as 'The Railway Bishop' and renowned for his pioneering railway photography, had collapsed and died at Appleby station photographing BR No. 92220 *Evening Star* on 13 May 1978. The booklet contains fifteen of Eric Treacy's photographs.

**ANON. *Midland Railway Locomotive Allocations 1920.***

\*

**Sheffield, Midland Railway Society. 2003.**

16pp.

Useful for checking the motive power serving the Settle-Carlisle line from the depots at Leeds, Skipton, Hellifield and Carlisle.

**ANON. *Hidden Treasures of Cumbria.***

\*

**Windermere, Cumbria Tourist Board. 2004. [www.hiddentreasurescumbria.com](http://www.hiddentreasurescumbria.com)**

50pp. Illustrated.

The Settle-Carlisle line is featured as one of the many places of interest to visit in Cumbria. Under the 1974 local government boundary changes, the line enters Cumbria as it passes under bridge No. 132 at Ais Gill summit, the location of the boundary between the historic counties of the North Riding of Yorkshire and Westmorland.

**ANON. *Carlisle Marshalling Yards.***

\*

**British Railways, London Midland Region. Undated.**

**ANON. *Geology of Settle-Carlisle Railway.***

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**University of Leeds. Undated. Science and Tourism Project, University of Leeds, Leeds LS2 9JT.**  
[www.see.leeds.ac.uk](http://www.see.leeds.ac.uk) Email: [scienceandtourism@leeds.ac.uk](mailto:scienceandtourism@leeds.ac.uk)  
20pp. 24 illustrations, including maps.

A neat little booklet giving an introduction to the landscape and geology encountered on the journey north from Settle station. The scene is set with a very lucid overview of the geological history of the area in both global and regional contexts. Geological terms are clearly explained and the illustrations complement the text. The course of the line superimposed on the map of the major geological formations on page 5 introduces the subject well, but in the five double page spreads which follow, each focusing on a particular stretch of the line, greater benefit would have been derived if a more detailed geological map of each particular stretch were to have been included instead of repeating a smaller version of the introductory one on page 5. Interesting references are made to land forms and the fossil assemblages in the various strata, but further detail could usefully have been made to the variations in rocks encountered in the construction of tunnels and cuttings (especially, for example, at Blea Moor and Birkett Common) as recalled in the contemporary accounts and samples of which the walker can easily find today on a walk across the spoil tips. For a more detailed understanding of the geology of the landscape through which the Settle-Carlisle runs the reader would need to refer to the scientific texts listed in this Section (e.g. Aitkenhead and Arthurton) and the associated Geological Survey maps listed in Section E.

**ANON. *Great Northern Discovery Guide: Places to Visit for the Family.***

\*

**Middleton in Teesdale, Discovery Publishing (UK) Ltd. Undated. ISBN 0 863091814**  
32pp.

The Settle-Carlisle line is rightly included in this general guide.

**ANON. *A Rail Strategy for the North-West.***

\*

**The Railway Development Society. Undated. ISBN 0 9511189 19**  
48pp. £2.50

An objective study from the late 1980s/early 1990s which examines the developments considered necessary to make the north-west rail network more effective in meeting the needs of the region. It is pleasing to note that some suggestions such as the reinstatement of a northbound platform at Ribbleshead station were soon implemented following the reopening of the line in 1989.

**ANON. *Settle-Carlisle Country***

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**Settle, Settle-Carlisle Railway Development Company. Undated.**  
Coloured A2 folded leaflet with 11 coloured illustrations and map of the line between Skipton and Carlisle. On the reverse are notes for the tourist.

**ANON. *The Guide to Settle-Carlisle Country.***

\*\*\*

**Settle, Settle-Carlisle Development Company. Undated.**  
Coloured A2 folded leaflet. 10 coloured illustrations and map of the line. An updated version of the leaflet listed above.

**ARMSTRONG, MARION *et al. Guide to the Settle-Carlisle Railway - 125 Years.***

\*\*\*

**Settle, Settle-Carlisle Railway Development Company. February 2001.**  
Coloured A2 folded leaflet. 28 illustrations, 19 of which are in colour. 50p  
An updated version of the leaflet listed above, with a list of tunnels and viaducts and a gradient profile.

***Your Guide to the Settle-Carlisle Railway: England's Most Scenic Railway.***

\*\*\*

**2008.** A new edition of the above leaflet, with 20 illustrations. £1.00

**ARTHURTON, R.S. *et al.* *Geology of the Country around Settle.***

\*

**Nottingham, British Geological Survey. 1988. ISBN 0 11 884403 2**

148pp. Profusely illustrated with half-tones, line maps and one colour frontispiece.

The Sheet Memoir for the 1:50 000 geology map for the Settle area, Sheet 60 (England and Wales). This publication, like others in the series, provides a detailed account of the geology of the specified area and is essential for an understanding of the underlying geology of the terrain through which the railway runs. Reference is also made to quarrying activities and mineral extraction. For a list of the geological maps covering the entire Settle-Carlisle line, see listing in Section E.

**ATKINS, PHILIP. *The British Railways Standard 9F 2-10-0.***

\*

**Oldham, Irwell Press. 1993. ISBN 1 871608 29 5**

92pp. Numerous illustrations. £14.95

An interesting compilation of this short-lived class which came to typify some of the last great regular steam freight working over the Settle-Carlisle. Chapter 11 deals nicely with the demise of the class to 1968. Also included are several tables, notes on the various modifications made and a listing of preserved members.

**ATTERBURY, PAUL. *See Britain By Train.***

\*

**Basingstoke, AA. 1989. ISBN 0 86145 760 9 (softback); 0 86145 837 0 (hardback).**

120pp.

Fifty two scenic rail journeys are described, with a double spread on each. Some preserved lines are included, as are the lines between Leeds-Morecambe and Settle-Carlisle.

**ATTERBURY, PAUL. *Along Country Lines.***

\*

**Newton Abbot, David and Charles. 2005. ISBN 0 7153 2201 X (hardback); 0 7153 2202 8 (paperback).**

256pp. Over 500 illustrations. 26 small maps. £25.00 hardback; £14.99 paperback.

This is essentially an easy-going coffee-table book which gives an extensive overview, profusely and imaginatively illustrated, of rural railways throughout mainland Britain. One section of 6 pages covers the Settle-Carlisle line, with two additional pictures of Dent Head and Ribbleshead viaducts. Special sections cover some of the more unusual aspects of railways, too, such as boat trains, sports specials and holiday camps.

**AWDRY, CHRISTOPHER. *Over the Summit.***

\*

**Peterborough, Silver Link Publishing. 1993. ISBN 1 85794 001 6**

160pp. 99 illustrations, 32 maps, 26 gradient profiles. £25.00

A fascinating book which surprisingly includes Ais Gill in the chapter entitled 'Borders and Galloway' rather than in the one entitled 'Across the Pennines'. Nevertheless, there are three pages devoted to Ais Gill, which, like all the other summits, is accompanied by useful maps, gradient profiles and a selection of fine photographs and an informative text. The colour illustrations on the dust jacket feature Shap and Dent station in BR days.

**BAIRSTOW, MARTIN. *The Leeds, Settle & Carlisle Railway.***

\*\*\*

**Halifax, Martin Bairstow. 1994. ISBN 1 871944 09 0**

80pp. 134 illustrations, 4 of them in colour. Also 4 line drawings and 1 map. £7.95

A publication richly-filled with a good range of illustrations covering several decades of working. An informative text fills in many of the important details and brings the story up-to-date. It is pleasing to see some illustrations of tickets issued for use over the line. The height of Ribbleshead viaduct is erroneously given as 165ft.

**BAIRSTOW, M. *The 'Little' North Western Railway.***

\*

**Halifax, Martin Bairstow. 2001. ISBN 1 871944 21 X**  
96pp. £10.95

A comprehensive treatment of a small railway company which was finally taken over by the Midland Railway in 1871. There are some interesting parallels to be drawn between the Little North Western and the Settle-Carlisle.

**BAIRSTOW, MARTIN. *Railways through Airedale & Wharfedale.***

\*

**Leeds, Martin Bairstow. 2004. ISBN 1 871944 28 7**  
112pp. Numerous illustrations, 10 maps, coloured cover. Useful appendix. £12.95

An interesting volume and compilation of many photographs and useful maps because of the coverage it gives of the route from Leeds through the Aire valley, Bradford Forster Square through Keighley to Skipton. An attractive feature is the inclusion of facsimiles of posters, timetables and railway tickets in addition to the route maps. Also featured are the branches to Otley, Ilkley, Grassington and the Worth Valley. F.W. Smith, Peter Sunderland and Richard Pulleyn wrote some of the chapters.

**BAIRSTOW, MARTIN. *The Leeds, Settle & Carlisle Railway: The Midland Route to Scotland.***

\*\*\*

**Leeds, Martin Bairstow. 2012. ISBN 978 1 871944 41 9**  
96pp. 176 illustrations, 6 signal diagrams, 1 map and 1 gradient diagram. £15.95

In this second, enlarged edition the large illustrations, chiefly from the LMS and BR periods, are again an important feature; nearly half are new and show a wider range of subjects than before, including seven small industrial locomotives. Strikingly, all of the images appear sharper, too, helping to show intriguing details which all help to give this compact little volume a thoroughly neat and attractive appearance. There is, however, no contents page, index, bibliography or reference to sources except to Peter Baughan's *North of Leeds* (1966). The chapter headings follow the earlier format but there is a welcome new chapter devoted entirely to the Hawes branch. The text has been revised and brought up to date but unfortunately at the expense of omitting some important factual details here and there, especially in the chapter entitled 'The Closure Controversy'. The style is detectably terser than before, more matter of fact. One is also obliged to point out that the height of Ribbleshead viaduct is again unfortunately given incorrectly as 165ft and the sequence of Sheriff Brow and Little viaducts north of Stainforth (page 12) again inadvertently reversed.

**BARRETT, D.W. *Life and Work amongst the Navvies.***

\*

**London. 3<sup>rd</sup> Edition, 1883.**

**BAUGHAN, PETER E. *North of Leeds: The Leeds-Settle-Carlisle Line and its Branches.***

\*\*\*

**Hatch End, Roundhouse Books. 1966.**  
500pp. 61 illustrations, 4 maps and 1 line diagram. 63/-

The most comprehensive and penetrating study of recent times, placing the line in historical perspective and showing its relationship to the major railway enterprises in the north of England and into Scotland. There is an extensive index. Now out of print, but see David and Charles' reprint entitled *The Midland Railway North of Leeds*, published in 1987.

**BAUGHAN, PETER E. *The Midland Railway North of Leeds.***

\*\*\*

**Newton Abbot, David and Charles. 2<sup>nd</sup> Edition, 1987. ISBN 0 7153 8852 5**  
500pp. 53 illustrations. Black and white frontispiece, gradient profile, 4 maps. £14.95

A reprint of Peter Baughan's classic study of 1966 with the benefit of a new chapter covering the use of the route over the following twenty years, a new collection of photographs and an updated Appendix XXIV.

**BEATTIE, BRYAN *et al.* *Stainforth: Stepping Stones Through History.***

\*

**Settle, Stainforth History Group. 2001. ISBN 0 9540556 0 8**  
154pp. 39 illustrations, 4 maps, folded map insert.

An interesting snapshot of the history of a North Yorkshire dales village with strong agricultural, quarrying and railway connections. Chapter 13 relates to the Settle-Carlisle railway and recalls the fact that, according to the 1871 Census, the village had over 200 people living either in the railway huts or as lodgers with local residents. Seventeen huts were built for the navvies, most seemingly near Taitlands tunnel although one is listed as being on Swarth Moor.

**BIBBY, ANDREW. *The Backbone of England.***

\*

**London, Frances Lincoln Ltd. 2008. ISBN 978 0 7112 2825 2**  
208pp. 74 colour photographs, 7 maps.

An account of the author's walk along the watershed of England from the Dark Peak of Derbyshire to Hadrian's Wall. Railways feature prominently in this well-illustrated book and nearly six pages are devoted to the Settle-Carlisle line alone. A friendly encounter with signalman Nick Chetwood at Garsdale is also recorded which adds an interesting human dimension to the story.

**BIDDLE, GORDON. *Victorian Stations: Railway Stations in England and Wales 1830 – 1923.***

\*

**Newton Abbot, David and Charles. 1973. ISBN 0 7153 5949 5**  
256pp. Numerous black and white illustrations and half-tones. £4.25

There are several references in this volume to the building styles and furnishings used by the Midland Railway on the Settle-Carlisle line; it is useful to appreciate these in the wider context of Victorian achievements across the country.

**BIDDLE, GORDON. *Railway Stations in the North West: A Pictorial History.***

\*

**Clapham, Dalesman. 1981. ISBN 0 85206 644 9**  
72pp. 104 illustrations, 9 line drawings. £2.95

A pleasing overview of stations, particularly of historical interest and with authoritative captions. Chapter 8 deals with the north-west Pennines and the Borders, and has illustrations of the stations at Bell Busk, Ingleton (Midland) and Garsdale.

**BIDDLE, G. and NOCK, O.S. *The Railway Heritage of Britain.***

\*\*

**London, Michael Joseph. 1983. ISBN 0 7181 2355 7**  
270pp. Over 750 illustrations (colour and black and white), with maps. £12.95

This is an official publication of the British Railways Board and is in the format of an encyclopaedia. The book features entries on over 500 historic railway structures and notes on the railway companies, motive power, rolling stock, engineers, etc., as well as many other items associated with 150 years of railway history in Britain. It is a compendium of all BR's listed buildings and artefacts complete to 31 March 1983. The Settle-Carlisle line is rightly included but devotees will be surprised to see the incorrect height of Ribbleshead viaduct still being perpetuated and possibly irritated by the fact that individual structures are listed separately in the Index rather than generically under the Settle-Carlisle line. These points apart, the reader will be overwhelmed by the amount of information compressed into its pages; there is also a useful illustrated glossary.

**BINNS, DONALD. *The Railways of Craven.***

\*

**Nelson, Hendon Publishing. 1974. ISBN 0 9029074 3 3**  
44pp. Illustrations and map. £0.90



**BINNS, DONALD. *The Yorkshire Dales Railway – The Grassington Branch.***

\*

**Northern Heritage. 1980.**

For an updated edition, see Binns, Donald (undated), *Skipton – Swinden – Grassington* below.

**BINNS, DONALD. *Railways Around Skipton.***

\*\*

**Skipton, Wyvern Publications. 1981.**

48pp. 103 illustrations and 1 map. £3.50

An interesting collection of photographs, almost all of them from the days of steam. Several feature trains bound for 'The Long Drag' and a final chapter depicts locomotives involved with the trials over the line in the 1950s. The captions to the photographs are most informative. For an updated publication, see Binns 1988 under the same title.

**BINNS, DONALD. *The 'Little' North Western Railway.***

\*\*

**Skipton, Wyvern Publications. 1982. ISBN 0 907941 01 X**

64pp. 106 illustrations, 6 maps and line drawings. £3.95

An extensively-researched book, detailing the strange story of the railway which was taken over by the Midland Railway in 1871 and which operated between Skipton and Ingleton, Clapham, Lancaster and Morecambe. Its development is an integral part of the Settle-Carlisle story and this volume includes a large number of photographs of historic interest. The original Settle station was opened by the 'Little' North Western in 1849 but this was renamed Giggleswick on the opening of the Settle-Carlisle route in 1876.

**BINNS, DONALD. *The Scenic Settle & Carlisle Railway.***

\*\*\*

**Skipton, Wyvern Publications. 1982. ISBN 0 907941 02 8**

64 pp. 101 illustrations, 5 maps and line diagrams. £4.25

A very interesting collection of photographs, many of which had not previously been published, depicting the line from the turn of the 20<sup>th</sup> century to the 1980s. Eight chapters of text recall the building of the line, its operation and features along the route. Captions to the numerous photographs provide a wealth of interesting details which admirably supplement the text.

**BINNS, DONALD. *Steam in Airedale.***

\*

**Skipton, Wyvern Publications. 1984. ISBN 0 907941 11 7**

64pp. 121 illustrations, 2 maps, 1 line drawing. £4.50

A concise history of part of the Leeds-Bradford railway from its inception in the 1840s, with a comprehensive collection of photographs and explanatory captions.

**BINNS, DONALD. *Railways Around Skipton.***

\*

**Skipton, Wyvern Publications. 1988. Railways in the Northern Dales Series. ISBN 0 907941 30 3**

40pp. 86 illustrations (including those on the cover), with tables and track diagrams. £4.95

An enlarged and revised edition of the author's volume published in 1981 but with a new selection of historic photographs and the benefit of track diagrams.

**BINNS, DONALD. *The Settle and Carlisle Line.***

\*\*\*

**Skipton, Wyvern Publications. 1989. Railways in the Northern Dales Series. ISBN 0 907941 33 8**

56pp. 110 illustrations (including those on the cover), 1 map. £5.95

An interesting collection of many excellent photographs, with supporting text, and some useful tables for reference. An enlarged and updated edition of the author's 1982 publication.

**BINNS, DONALD. *The 'Little' North Western Railway: Volume 1.***

**\*\***

**Clevedon, Channel View Publications. 1994. ISBN 1 873150 01 6**

*A Locomotives International Special.*

90pp. 154 illustrations, 22 maps and line diagrams. £10.95

An enlarged and re-written account of an interesting railway company which pre-dated the Settle-Carlisle by thirty years but whose history has been interlinked with that of the Midland Railway from the earliest days. Many new and previously unpublished photographs appear in this volume which covers the Low Gill branch and the tracks between Skipton and Lancaster.

**BINNS, DONALD. *The Skipton-Colne Railway and Barnoldswick Branch.***

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**Skipton, Trackside Publications. 1995.**

For an updated version of this publication, see Binns 2008.

**BINNS, DONALD. *Around Hellifield.***

**\*\*\***

**Skipton, Trackside Publications. 1999. ISBN 1 900095 10 6**

Historic Railway Photographs Series, Volume 1.

48pp. 95 illustrations, 4 track plans, 1 route map. £8.95

A valuable collection of historic photographs, all well annotated and whetting the appetite for further additions in a series which aims to cover the ex-MR/LMS area north of Leeds and Bradford to Skipton, Settle, Carlisle, Lancaster and Morecambe and their associated branch lines.

This compilation is particularly valuable as a record of railway buildings and line-side features which once upon a time were taken for granted. This volume covers the area between Settle Junction and Bell Busk. For Volume 2 in the series, see D.T. Roberts (2006).

**BINNS, DONALD. *The Skipton-Ilkley Railway.***

**\***

**Skipton, Trackside Publications. 2000. ISBN 1 900095 13 0**

Historic Railway Photographs Series, Volume 2.

48pp.

See the earlier title by Smith and Binns (1986): *Railways in the Northern Dales – the Skipton and Ilkley Line.*

**BINNS, DONALD. *The Midland Main Line: Bell Busk – Gargrave – Skipton Station North.***

**\*\*\***

**Skipton, Trackside Publications. 2001. ISBN 1 900095 16 5**

Historic Railway Photographs Series, Volume 3. £8.95

48pp. 84 illustrations, 4 track diagrams, 1 map.

Another well-researched compilation by this prolific author, with an interesting collection of photographs, all fully captioned with relevant details.

**BINNS, DONALD. *Railway Stations Past and Present: Bradford Forster Square to Morecambe Promenade and Branches.***

**\***

**Skipton, Trackside Publications. 2005. ISBN 1 900095 26 2**

80pp. 156 photographic illustrations (4 in colour), 2 sketch maps, numerous facsimiles of tickets, timetables, etc. £14.95

An extensive compilation of material focusing on stations associated directly or indirectly with the Midland route to Scotland. Full of useful data, especially on dates of opening and closure.

**BINNS, DONALD. *Skipton: 160 years of the railway 1847 – 2007.***

**\*\***

**Skipton, Trackside Publications. 2007. ISBN 1 900095 33 5**

White Rose Limited Edition Series.

96pp. 44 illustrations (38 in colour, excluding the cover), 7 maps & track diagrams, gradient profile. £17.95

A superb compilation of photographs detailing railway activity at Skipton over 160 years. Consideration is also given to the railway structures, freight facilities, the motive power depot and the branch line to Ilkley. A rich source of local information relating to this once important railway centre in the former West Riding.

**BINNS, DONALD. *Skipton-Colne Extension.***

**\***

**Skipton, Donald Binns Publications. 2008. No ISBN.**

White Rose Limited Edition Series, From the Past, Volume 1. £9.95

48pp. 63 half-tones, 11 track diagrams, 1 map and numerous other illustrations and facsimiles of timetables.

A comprehensive survey of how this key extension came into being and its continuing relationship with the adjacent Midland Railway system until its closure in 1970 (1965 for the Earby-Barnoldswick branch). Coverage is also given to the Barnoldswick Branch, the Kelbrook Cordite Store and Thornton Quarry mineral lines.

**BINNS, DONALD. *On the Midland Main Lines: Leeds/Bradford – Morecambe/Carlisle.***

**\*\*\***

**Skipton, Donald Binns Publications. 2008. No ISBN.**

White Rose Limited Edition Series. From the Past, Volume 2. Trains in Action-Volume 1 – LMS 1923-1947.

48pp. 91 illustrations and other line drawings. £9.95

There is some confusion here about the intended title and no ISBN has been allocated to this volume which otherwise provides an in-depth study of main line operation in LMS days between Leeds and Carlisle, with the off-shoots to Bradford and Morecambe. Emphasis is placed on the motive power in use, but there is a wealth of other interesting information here as well.

**BINNS, DONALD. *Skipton – Swinden – Grassington. The Yorkshire Dales Railway of Yesterday and the Mineral Branch of Today.***

**\***

**Skipton, Donald Binns Publications. Undated, no ISBN.**

White Rose Limited Edition Series, Past and Present, Volume 3.

48pp. 57 half-tones, track diagrams, 1 map and miscellaneous other illustrations. £9.95

An authoritative, comprehensive and well-illustrated account of an important branch which impinged on the Settle-Carlisle at Skipton from its opening in 1902. Of general interest, too, are details of the various schemes for railways through Upper Wharfedale from the 1840s onwards, all of which came to nought with the final approval for the Settle-Appleby-Carlisle line.

**BLAKE, W.A. *London Midland Steam in Action – 1.***

**\***

**Truro, Bradford Barton. 1974.**

96pp. 105 illustrations.

There are four illustrations featuring the Settle-Carlisle, accompanied by a few others on the former Midland main line from London via Nottingham and Leeds. Most of the book, however, is given to the chosen LMS premier route via Shap.

**BLAKE, W.A. *London Midland Steam in Action – 2.***

**\***

**Truro, Bradford Barton. 1975. ISBN 0 85153 164 4**

96pp. 103 illustrations.

Illustrated text with a few locomotives shown running over Settle-Carlisle metals.

**BLAKEMORE, MICHAEL.** *Railways of the Yorkshire Dales.*

\*

Penryn, Atlantic Publishers. 2001. ISBN 1 902827 02 3  
72pp.

Ilkley, Great Northern Books. New edition 2005. ISBN 1 905080 03 4  
72pp. 89 illustrations, 16 of which are in colour. 1 map. £9.99

A pleasing overview of operations in the Dales, covering Wharfedale, Nidderdale, the Masham branch, Ribblesdale (to Garsdale), Swaledale and Wensleydale.

**BORT, EBERHARD (Ed.).** *The Borders and the Waverley Route.*

\*

Edinburgh, University of Edinburgh International Social Sciences Institute. 1999. ISBN 1 90294100 4

A study focusing on the problems facing an excluded region of lowland Scotland and offering possible solutions for the communities affected.

**BOWTELL, HAROLD D.** *Lesser Railways of Bowland Forest and Craven Country.*

\*

Croydon, Plateway Press. 1988. ISBN 0 9511108 8 8  
72pp. Numerous illustrations and maps. Coloured cover. £12.95

A slim volume giving details of the use of light railways in the construction of reservoirs in the area. Of immediate Settle-Carlisle interest is the chapter on the Stocks Reservoir, the railhead for which was Long Preston. Photographs of the former station and Midland signal box are reproduced, together with detailed track plans of the depot there and at the Stocks end.

**BOWTELL, H.D.** *Lesser Railways of the Yorkshire Dales and the Dam Builders in the age of steam.*

\*

Croydon/Brighton, Plateway Press. 1991. ISBN 1 87198009 7  
160pp. Illustrated, with maps and plans.

**BRADBURY, EDWARD ('STREPHON').** *Midland Railway Sketches.*

\*

Sheffield, Midland Railway Society. 1999. ISBN 0 9537486 0 X  
iv + 61pp. 33 illustrations. £5.95

A collection of four literary sketches written by a Victorian journalist who worked for 18 years on the Midland Railway. Two of the pieces are entitled 'Over the Settle and Carlisle Line' and 'On the Engine of the Midland Midnight Express', both of which provide entertaining reading and interesting contemporary accounts of rail travel of a bygone era.

**BRADLEY, SIMON.** *St Pancras Station.*

\*

London, Profile Books. 2007. ISBN 978 1 86197 951 3  
194pp. 31 illustrations. Paper £8.99

This highly acclaimed and immensely erudite and entertaining book, timed to coincide with the relocation of the Eurostar services from Waterloo to St Pancras, is in a class of its own. The architectural historian Simon Bradley traces not only the historical origins and design of this iconic product of the Victorian Gothic revival but the underlying philosophy and aspirations of the revivalists themselves. Suffering from years of neglect since the integral Midland Grand Hotel was closed in 1935, this architectural masterpiece has been reborn and indeed transformed to meet the needs of the 21<sup>st</sup> century railway traveller.

**BRADSHAW, G. *Bradshaw's Railway Guide - April 1910.***

\*

**Newton Abbot, David & Charles. 1968. ISBN 7153 4246 0**

lxxiv + 1190pp. A facsimile of the original Guide and route map for April 1910.

George Bradshaw's Railway Guides date from 1840.

By 1910 the railway system in Britain and Ireland (not yet partitioned) was virtually complete. The timetables for the winter services also show mileages between stations and contain a wealth of other information. Of great interest, too, are the numerous contemporary advertisements, steamer services and railway connections to foreign ports. David St John Thomas has written an introduction. Services on the Midland Railway's main line over the Settle-Carlisle route are shown on pages 620-621 and those along the Wensleydale branch on page 717.

**BRAITHWAITE, JACK. *S.W. Johnson: Midland Railway Locomotive Engineer Artist.***

\*

**Skipton, Wyvern Publications. 1985. ISBN 0 907941 17 6**

112pp. Profusely illustrated.

There is a chapter on the locomotives designed for the Midland Railway by S.W. Johnson, including rebuilds of the earlier Kirtley locomotives, many of which were destined for running over the Settle-Carlisle line.

**BRICKLES, DENNIS. *Batty Green.***

\*\*\*

**Adult fiction**

**London, Janus Publishing. 2009. ISBN 978 1 85756 725 0**

336pp. Paperback. £10.95

Inspired by the musical drama which he wrote with Peter Eastman in 1975 (see entry in Section J), the author has gone on to write a compelling novel based on the navvy settlement at Batty Green covering the early years of the construction of the adjacent Batty Moss (later, Ribblehead) viaduct.

**BROCK, P. *Calling Carlisle Control: Tales of the Footplate.***

\*\*

**Shepperton, Ian Allan. 1990. ISBN 0 7110 1904 5**

112pp. Illustrations and map.

Tales from along the Settle-Carlisle road are included in this compilation.

**BROOKE, DAVID. *The Railway Navvy.***

\*\*

**Newton Abbot, David and Charles. 1983. ISBN 0 7153 8449 X**

216 pp. 11 plates, 18 figures, including maps. £9.95

An extensively-researched volume on the origin and achievements of the railway navvies from the 1840s to the 1890s. There is a lengthy reference to the building of the Settle-Carlisle line (being the last main line in Britain to be built largely by navvy labour) and a useful appendix gives summary tables of data gleaned from the national censuses of 1841, 1851, 1871 and 1891. Ignore the remark on the dust cover which states that Ribblehead Viaduct "was built across the River Ribble"!

**BROUGHTON, JOHN and HARRIS, NIGEL. *British Railways Past and Present: Volume 1 - Cumbria.***

\*\*

**Carnforth, Silver Link Publishing. 1985. ISBN 0 947971 04 1**

80pp. 164 illustrations. £4.95

**Reprinted: Peterborough, Past & Present Publishing. 1993. ISBN 1 85895 006 6**

£8.99

Good coverage, including closed lines and a nice section with 14 illustrations on 'The Long Drag', the Low Gill branch and that part of the Settle-Carlisle passing through Cumbria. Unfortunately, there is neither a contents page nor an index.

**BUCK, MARTIN & RAWLINSON, MARK. *Line By Line: The Midland Route – London St Pancras to Glasgow Central.***

\*\*\*

**Swindon, Freightmaster Publishing. 2004. ISBN 0 9537540 3 0**

128pp. 134 illustrations (29 in colour), OS maps, gradient profiles and track diagrams. £14.95

A highly-commended publication, in line with three others in the series, giving full coverage to modern passenger and freight working. But remember, as stated on page 7, the original Midland route to Scotland ran from St Pancras via the Settle-Carlisle and Kilmarnock into Glasgow St Enoch, not Glasgow Central and at the time of writing there was (and still is) no direct service from St Pancras to Glasgow. Do not believe all that is written on page 96 about the 'old Midland nameboard' on the platform at Settle; it is a long story and one that must be told elsewhere!

**BUCK, MARTIN. *Line By Line: The Settle & Carlisle 25<sup>th</sup> Anniversary 1989-2014.***

\*\*\*

**Swindon, Freightmaster Publishing. 2014. ISBN 978 0 9558275 8 7**

160pp. 231 colour illustrations, 8 gradient profiles with corresponding track plans. £18.95

Using the line plan and accompanying gradient profile of his earlier work, the author has expanded these to cover the stretch between Hellifield and Carlisle Kingmoor Yard. The wealth of excellent photographs show passenger, freight and 'Special' workings over the line since his first encounter with it in 1979. There are sections covering freight flows since 1989 and a summary of a Freight Traffic Survey passing Blea Moor on Friday 8 March 2013. Each photograph is accompanied by detailed notes but a closer inspection shows that the information provided here as elsewhere in the text is, unfortunately, not always correct. Michael Portillo has written the Foreword and there are Appendices summarise mileages and data on the 21 viaducts.

**BUTT, R.V.J. *The Directory of Railway Stations***

\*

**Sparkford, Patrick Stephens. 1995. ISBN 1 85260 508 1**

A most useful compendium listing every station (public and private passenger) halt, platform and stopping place, past and present.

**CAPLAN, NEIL. *The Waverley Route.***

\*

**Weybridge, Ian Allan. 1985. ISBN 0 7110 1541 4**

48pp. Illustrated. A *Railway World* Special. £3.95

This volume covers the much-loved former North British route taken by Settle-Carlisle trains between Carlisle and Edinburgh from 1876 right up until the fateful closure under BR in January 1969.

**CARTER, ERNEST F. *Britain's Railway Liveries: Colours, Crests and Linings 1825 – 1948.***

\*

**London, Harold Starke. 2<sup>nd</sup> Edition, 1963.**

350pp. Illustrations in colour and black and white.

A most useful and well-documented compendium of all the railway companies' liveries from the earliest days up to the time of nationalisation. The information given for the Midland Railway and LMSR will be of use to those interpreting the Settle-Carlisle from a historical or modelling perspective.

**CATON, PETER. *The Next Station Stop: Fifty Years By Train.***

\*

**Troubador Publishing. 2013. ISBN 978 1783060 504**

250pp. 60 coloured illustrations. £9.99

An entertaining account of railway journeys by the author around the UK, including the Settle-Carlisle line, contrasting what may be seen today with the experience half a century ago.

**CHAPMAN, STEPHEN.** *Airedale & Wharfedale.*

\*

**Todmorden, Bellcode Books. Undated, but c. 1995. ISBN 1 871233 05 4 (on cover)/1 871233 06 2 (inside).**

Railway Memories Series No. 7.

96pp. 162 illustrations, numerous maps and track diagrams. £9.75

This book captures the mood of the lines running along these two valley routes with steam and diesel operation. There are several useful listings and summary tables; full captions are given, with dates.

**CHRISTIANSEN, R.** *Regional Railway Centres: North West.*

\*

**Shepperton, Ian Allan. 1995.**

Carlisle is included in this survey of the railway scene in the north-west.

**CLARKE, JOHN & PATMORE, J. ALLAN.** *Railway History in Pictures: North-West England.*

\*

**Newton Abbot, David and Charles. 1968. ISBN 7 153 4274 6**

112pp. Over 170 illustrations, coloured frontispiece, 14 maps and 2 gradient profiles. 35/-

A book packed full of historic and unusual 20<sup>th</sup> century photographs, with a chapter on the Midland's bid to reach Scotland. The text is informative and a comprehensive index is provided.

**CLINKER, C.R.** *Williams's Midland Railway: Its Rise and Progress.*

\*\*

**Newton Abbot, David and Charles. 1968. ISBN 7153 4253 3**

510pp. Illustrated, with extensive index. 63/-

A reprint of the Fifth (and final) Edition of 1888, with a new Introduction by C.R. Clinker, Annotations and Corrigenda of this Victorian classic text. Profusely illustrated with all the original engravings which are a delight in themselves.

**CLINKER, C.R.** *Railway History Sources.*

\*

**Bristol, Avon-Anglia Publications and Services. 1976.**

20pp. After initial publication, a free updating service was provided.

A listing of the principal sources of original material, with notes and guidance on its use. Being now over thirty years since it was first published, and obviously pre-internet, this useful but in some cases inevitably out-dated little volume still offers the researcher a useful summary of primary source material and where to find it.

**COLEMAN, TERRY.** *The Railway Navvies.*

\*\*

**London, Hutchinson. 1965.**

**Reprinted with revisions, Harmondsworth, Pelican. 1968.**

256pp. 29 plates, 7 figures and 1 map. £6.99

**Further reprints to 1976. 40p.**

**Reprinted, Harmondsworth, Penguin. 1981. ISBN 0 14 005542 8. £1.95**

An in-depth and very readable study of the men who built Britain's railways. A final chapter entitled 'The Last Fling' tells of the building of the Settle-Carlisle line. There is a useful section on sources, a bibliography and an extensive index.

**COLLING, E. and M. *Joseph Firbank – The Railway Builder.***

**\*\***

**Durham, Roundtuit Publishing. 2011. ISBN 978 1 904499 38 1**  
108pp. 52 illustrations and 3 maps. £12.00

A fresh study of the remarkable life of Joseph Fairbank who, with several members of his family, was responsible for some of the great railway works of the 19<sup>th</sup> century. Included amongst these was Contract 3 (Crosby Garrett to Crowdundle Beck) of the Settle-Carlisle project. Other members of the Firbank dynasty are also featured in this captivating and well-illustrated study.

**CONWAY, REX. *Midland Steam Journey, Volume 1.***

**\*\***

**Stroud, The History Press. 2008. ISBN 978 0 7509 5117 3**  
154pp. 265 illustrations, 1 map.

The first of two volumes chronicling the Midland region through a multitude of excellent historical photographs. Ten pages are given to the Settle-Carlisle. There are two shots taken at Durran Hill shed and several other images cover locations in the West Yorkshire conurbation. The photographs are accompanied by a brief description of the route.

**COOKSON, P. *London Midland Steam in Yorkshire.***

**\***

**Truro, Bradford Barton. 1975. ISBN 0 85153 216 0**  
96pp. Illustrated. £3.25

**CROSS, DAVID. *Last Years of The Waverley Route.***

**\*\***

**Hersham, Oxford Publishing/Ian Allan. 2010. ISBN 978 0 86093 633 6**  
128pp. 240 illustrations, 48 in colour. 1 map, 1 gradient diagram and facsimile timetable. £19.99

This sumptuous volume comprises a unique collection of superb photographs of this much-loved route and the trains which used it. Fortunately, many colour images have been included and the extended Introduction and informative captions make for an unrivalled publication.

**CROSS, DEREK. *London Midland Steam in the Northern Fells.***

**\*\***

**Truro, Bradford Barton. 1974.**  
96pp. 98 illustrations. £6.95

The Settle-Carlisle features prominently in this collection of photographs, all amply captioned, depicting steam operation in the Skipton-Carnforth-Carlisle triangle. There are also some interesting illustrations from the Cumbrian lines and Stainmore route.

**CROW, VIVIENNE. *Settle to Carlisle Way: Walk the Famous Railway.***

**\*\*\***

**Dunblane, Rucksack Readers. 2012. ISBN 978 1 898481 56 0**  
64pp with folded map end piece. Illustrated throughout. £10.99

A detailed walker's guide to a new long distance walk, 97 miles in length. Printed on water-resistant paper, this neat publication will fit into a rucksack or anorak pocket. Also included is a useful section on planning for the walk, a reference section and an index. The folded map is on a scale of 1:115 000.

**DARSLEY, ROGER and LOVATT, DENNIS. *Carlisle To Hawick.***

**\*\***

**Midhurst, Middleton Press. 2010. ISBN 978 1 906008 85 7**  
96pp. 120 illustrations and 26 facsimiles of site maps. Also gradient profile, track plans and other illustrations. £15.95

A new compilation not just of photographs covering many decades but a set of most useful maps of each location (dating from 1898-1900, and at a scale of 25 inches to 1 mile) and exhaustive historical notes. A notable companion to the photographic record compiled by David Cross (see above).



**DORMAN, C.C. *LMS Album.***

\*

**Shepperton, Ian Allan. 1967, reprinted 1968.**  
112 pp. 170 illustrations. 30/-

There are a few images of trains over the Settle-Carlisle and adjacent lines in this photographic survey of LMS operations throughout the UK but the chief interest lies in the wide variety of locomotive types to be seen in various parts of the network.

**DORMAN, C.C. *Carlisle (Citadel) Railway Scene.***

\*\*

**London, George Allen & Unwin. 1972. ISBN 0 04 385059 6**  
144pp. 117 illustrations, 5 track plans. £3.95

A systematic coverage, amply illustrated, of the railway companies which brought their trains into Citadel Station, both prior to and after, the grouping of 1923. The Midland Railway, the last of the original companies to arrive in the 19<sup>th</sup> century, is dealt with in only six pages but the value of this publication is that it enables the Midland's services to be seen in context.

**DOW, GEORGE. *Railway Heraldry.***

\*

**Newton Abbot, David and Charles. 1973. ISBN 0 7153 5896 0**  
270pp. Profusely illustrated, including 24 plates in colour portraying 98 devices. £8.75  
Illustrated supplement published privately 1985. 16pp. £1.50

This book describes the seals, armorial devices, monograms, etc. of all but the smallest of the various railway companies on the mainland, in Ireland, the Channel Islands and Isle of Man since the 1830s as used on everything from rolling stock, uniforms, buildings and letterheads to crockery, cutlery and chamber pots. Heraldic terminology is deliberately kept to a minimum although, as explained in the Introduction, the text breaks with heraldic convention, perhaps unwisely, by describing shields of arms from the point of view of the viewer rather than the bearer. This is not a limitation, however, for this splendid publication gives essential information on a very specialised aspect of railway history and has the benefit of including for each railway company (and there were more than one hundred of them!) "a minute historical sketch and one or two vital statistics"! The supplement gives additional details of the Midland Railway, etc., and the three heraldic devices which adorn the facade of Carlisle Citadel station. It also takes the opportunity of correcting the errors which crept into the original publication. Nowhere else would one find such detailed and painstakingly assembled information on this interesting topic.

**DOW, GEORGE. *Midland Style.***

\*

**Bromley, Historical Model Railway Society. 1975. ISBN 0 902835 02 5**  
vi + 192pp. £3.90

This book is an indispensable and authoritative source of information for keen railway modellers and many others seeking authentic details on all aspects relating to the Midland Railway Company. There are numerous photographs of rolling stock, buildings, fittings, uniforms, armorial bearings, etc., tables of head codes and drawings of many other railway items which would be of use in interpreting old photographs or simply helping to gain an insight into what is rightly termed "a truly great railway company".

**DUFFIN, KENNETH D. *The Man from Tasmania.***

\*\*

x + 192pp. 59 illustrations. 2012. Privately published. £25.00

An exhaustive and in-depth study of the life and times of Charles Stanley Sharland, surveyor to the Midland Railway of the Settle to Carlisle route 1865 – 1870. FoSCL member Kenneth Duffin has delved deep into the archives in Britain and Australia in order to provide a detailed picture of this legendary individual and the large and influential family into which he was born. Many of the mysteries surrounding the young Sharland are unravelled and a full list of sources is provided, along with a useful index. A masterful work.

**DUNN, DAVID.** *Steam Memories: 1950s – 1960s. No. 33 – Carlisle.*

\*

**Nottingham, Book Law Publications. 2009. ISBN 978 1 907094 54 5**  
72pp. 74 illustrations. £9.99

A fascinating compilation of steam motive power in this important border rail centre. Many of the excellent photographs deal with locomotives on shed (Kingmoor, Upperby, Canal and Durran Hill) and also depict railwaymen going about their round-the-clock duties.

**EARNSHAW, ALAN and DERRICK, KEVIN.** *British Railways in Colour: Volume 1. The London Midland Region.*

\*

**Appleby-in-Westmorland, Trans-Pennine Publishing Ltd. 2003. ISBN 1 903016 29 0**  
60pp. 68 illustrations, all in colour. £9.95

The first volume of a new, moderately-priced series which aims to illustrate operations in the two decades between nationalisation and the end of steam (1948 - 1968). Authoritative captions to the impressive assemblage of colour images from the period will inform as well as entertain.

**EDGAR, GORDON.** *The Settle to Carlisle Railway.*

\*\*\*

**Stroud, Amberley Publishing. 2014. ISBN 978 1 4456 3961 1**  
96pp. 180 illustrations in colour and black and white. 1 map. £17.00

An attractive collection of photographic images, most of them in colour, of passenger, freight and 'Specials' running over the line and shown to good effect in the landscape. The author certainly knows where and when to place himself in order to achieve the best photographs! Some of the captions, unfortunately, give misleading or inaccurate detail.

**ELLIS, C. HAMILTON.** *The Midland Railway.*

\*\*

**London, Ian Allan. 1953.**

viii + 192pp. 84 illustrations (2 in full colour), 1 line drawing and one folded insert map of the MR system.

**2<sup>nd</sup> Edition 1955.** Revised insert map; illustrations between pp. 16 and 17 omitted; same text but inferior reproductions of other black and white illustrations.

**Paperback Edition 1966, 2<sup>nd</sup> Impression 1974. ISBN 0 7110 0551 6**

viii + 184pp. 87 illustrations, 1 line drawing. No map. £1.30

Though not purporting to be a 'learned history' of the Midland Railway, this book does give a general account of the origins and operation of the great Company. There is a chapter on the Settle-Carlisle and the numerous photographs depict station architecture and a wide variety of rolling stock. Five appendices and an inset map of the MR network provide ancillary reference material.

**ESAU, MIKE.** *Steam's Last Stand.*

\*\*

**Kettering, Silver Link. 2008. ISBN 978 1 85794 311 5**  
128pp. 224 illustrations (11 in colour). £30.00

A 40<sup>th</sup> anniversary tribute to the end of BR steam. It comprises a sumptuous collection of excellent photographs, several of which focus on the Settle-Carlisle and the adjacent Wennington and Low Gill branches.

**ESSERY, R.J.** *An Illustrated History of Midland Wagons, Volume 1.*

\*

**Poole, Oxford Publishing Co. 1980, reprinted 1984. ISBN 0 86093 040 8**  
170pp. Numerous illustrations.

The first part of a definitive account of a particular aspect of Midland Railway rolling stock.

**ESSERY, R.J. and JENKINSON, D.** *The LMS Coach 1923 – 1957.*

\*

**Shepperton, Ian Allan.** 1969. ISBN 0 71100 074 3  
134pp. 50 plates.

**ESSERY, BOB and JENKINSON, DAVID.** *An Illustrated History of LMS Coaches 1923 – 1957.*

\*

**Oxford, Oxford Publishing.** 1977. ISBN 0 90288883 8  
viii + 218pp. Illustrated, with some colour. £9.90

An enlarged and revised edition of the 1969 Ian Allan title above.

**ESSERY, BOB and JENKINSON, DAVID.** *An Illustrated History of LMS Locomotives.*

\*

*Volume 1: General Review and Locomotive Liveries.*

**Oxford, Oxford Publishing.** 1981. ISBN 0 86093087 4  
viii + 236pp. £15.00

*Volume 2: Absorbed pre-group classes – Western and Central Divisions.*

**Poole, Oxford Publishing.** 1985. ISBN 0 86093264 8  
x + 262pp. £19.95

*Volume 3: Absorbed pre-group classes – Northern Division.*

**Wadenhoe, Silver Link.** 1994. ISBN 1 85794024 5  
208pp. Illustrated. £30.00  
*Originally published Poole, Oxford Publishing 1986. ISBN 0 86093383 0 (corrected), 0 860932664. £19.95*

*Volume 4:*

*Volume 5: The post-grouping standard designs.*

**Silver Link.** 1989. ISBN 0 94797139 4  
248pp. £25.00

**ESSERY, R.J. & JENKINSON, D.** *An Illustrated Review of Midland Locomotives from 1883.*

\*

**Reading, Wild Swan Publications.**

*Volume 1: A General Survey.* 1984. ISBN 0 906867 27 4  
x + 206pp. £17.95

*Volume 2: Passenger Tender Classes.* 1988. ISBN 0 906867 59 2  
xii + 260pp. £17.95

*Volume 3: Tank Engines.* 1988. ISBN 0 906867 66 5  
viii + 134pp. £15.95

*Volume 4: Goods Tender Classes.* 1989. ISBN 0 906867 74 6  
x + 198pp. £17.95

A definitive and authoritative set of volumes, useful to those seeking detailed information of these particular categories of rolling stock.

**FAWCETT, DICK.** *Ganger, Guard and Signaller: Working Memories of the Settle & Carlisle.*

\*\*\*

**Truro, Bradford Barton.** 1981. ISBN 0 85153 397 3  
112pp. 8 illustrations, 1 map. £2.95

Very readable memories of the Settle-Carlisle by a man who started work for the railways as a Grade II mason on Moorcock viaduct in 1932.

**FAWCETT, PAUL.** *The Railways Act in Practice.*

\*

**Transport, Research and Information Network. 1996. ISBN 1 90049703 4**

Examines how the Railways Act of 1993 relating to rail privatisation works out in practice.

**FAWCETT, RICHARD.** *Pennine Poacher: Nocturnal Exploits in the Dales.*

\*\*

**Clapham, Dalesman. 1982. ISBN 0 85206 678 3**

72pp. 13 line drawings. £1.75

Richard Fawcett, or "Rabbity Dick" as he was called, was a former railway employee. This book tells of his poaching exploits in the northern fells, much of them undertaken near the railway at Garsdale, Bolton Abbey, Settle Junction and Clapham.

**FEARNLEY, ALAN.** *The Railway Paintings of Alan Fearnley.*

\*\*

**Newton Abbot, David and Charles. 1987. New Edition 1992. ISBN 0 7153 0022 9**

80pp. 29 colour and 30 black and white illustrations. £14.99

There is an illuminating Introduction which is then followed by a selection of Alan Fearnley's railway sketches and paintings but it is to be regretted that only two out of the artist's five known Settle-Carlisle paintings are reproduced in this volume: 'The Long Drag' featuring A3 Pacific No. 60066 *Merry Hampton* at Selside and 'Winter on the Settle-Carlisle' depicting a 9F coming off Ribbleshead viaduct. See also the entry in Section F.

**FEARNLEY, ALAN; TREACY, ERIC and JOY, DAVID.** *Steam in The North.*

\*\*

**Clapham, Dalesman. 1978. ISBN 0 85206 479 9**

40pp. 12 colour plates (including 2 on cover), 9 black and white illustrations. 85p

This novel volume in small landscape format features a selection of Alan Fearnley's evocative railway paintings and the late Bishop Eric Treacy's photographs on a much-loved theme. The Introduction and text for the illustrations are by David Joy. Of particular Settle-Carlisle interest is the photograph of Gresley A4 Pacific *Falcon* hauling a diverted 'Flying Scotsman' express at Keighley on its way to Edinburgh in 1948 via the 'Waverley' route; also Alan Fearnley's paintings of MR No. 1000 at Garsdale (formerly Hawes Junction) and the 9F No. 92130 in the snow at Ribbleshead.

**FLINDERS, T.G.** *On The Settle & Carlisle Route.*

\*\*\*

**Shepperton, Ian Allan. 1981, reprinted 1989. ISBN 0 7110 1080 3**

112pp. 207 illustrations; map endpiece. £5.95

**Waltham Abbey, Fraser Stewart. Reprinted 1993. ISBN 1 85648 036 4**

**London, Promotional Reprint Company. Reprinted 1996. ISBN 1 85648 036 4 £8.00**

A particularly evocative collection of photographs of the line in various moods from the end of regular steam working to the early 1980s. The Introduction and description of five sections of the route fill in the picture with relevant detail.

**FLINDERS, T.G.** *The Settle & Carlisle Route Revisited.*

\*\*\*

**Shepperton, Ian Allan. 1985. ISBN 0 7110 1499 X**

128pp. 222 illustrations, 4 track diagrams and map endpiece. £6.95

A more detailed follow-up volume. Again, well illustrated, largely with Terry Flinders' own photographs, focusing on wider aspects of the railway and its environment.

**FOX, PETER.** *The Settle-Carlisle in Action.*

\*\*\*

**Giggleswick, Castleberg Publications. 1989. ISBN 1 871064 05 8**  
48pp. 59 illustrations, 7 line diagrams and 1 land plan. £3.00

A photographic celebration of the Settle-Carlisle within living memory, with a chapter dealing with the campaign to save the line from closure in the 1980s.

**FOZARD, JOHN and KEAR, COLIN.** *Yorkshire Diesels in the 1980s.*

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**Appleby, privately published. 1985.**  
£4.95

**FRATER, ALEXANDER.** *Stopping-Train Britain.*

\*\*

**London, Hodder and Stoughton. 1983. ISBN 0 340 32451 1. £10.95. 2<sup>nd</sup> Impression, revised 1984.**  
**Paperback edition 1985. ISBN 0 340 38441 7 £9.95**  
168pp. 93 illustrations (colour and black and white), 11 maps.

This book began as a series of illustrated articles on country rail routes in *The Observer Magazine*. Recognised by the author as one of the wonders of the modern world, the Settle-Carlisle was included as a result of a chance conversation whilst waiting in the BR Press Office at Preston. All routes covered in this "railway odyssey" receive a refreshing journalistic treatment, delightfully illustrated. Apart from an unfortunate transposition of a double-page colour illustration of Dent Head for Willesden Junction and the highly debatable assertion that the line "has outlived its usefulness", the book nevertheless makes an excellent fireside companion for the rail traveller. Nine other lines are featured in the same agreeable manner.

**FRESHINI, TONY.** *A Brief Guide to Ribbleshead Viaduct.*

\*\*\*

**The Friends of the Settle-Carlisle Line. 2007.**  
12pp. 5 illustrations, 1 figure, coloured cover. £1.99

Something of a unique publication in that it was written by BR's engineer in charge of the major restoration work carried out in 1990-1991 and produced on the occasion of the first "Walk Across Ribbleshead Viaduct" event organised by the Friends of the Settle-Carlisle Line in collaboration with Network Rail on 22 July 2007. A clear and concise explanation of the problems facing the engineers as they showed beyond any shadow of doubt how the viaduct could be safely restored at a cost significantly below the original 'estimate' by BR and which was used as the main reason for warranting closure of the whole line in the 1980s. The pillars were strengthened internally, cracked stones replaced and a waterproof membrane added to the decking.

**GAMMELL, C.J.** *LMS Branch Lines.*

\*

**London, CRQ Publications. 1988. ISBN 0 946863 03 2**  
124pp. Numerous illustrations. Bibliography and Index.

This interesting volume covers the Hawes branch and the Clapham-Low Gill branch, the latter used by the Midland Railway before it constructed its own main line route to Scotland. Various other lines around Skipton offering connections to the Settle-Carlisle in days gone by are also referred to.

**GARNETT, ELIZABETH.** *Our Navvies: a Dozen Years Ago and Today.*

\*

**The original edition published 1885 in London has been republished in paperback by Bibliobazaar 2008.**  
**ISBN 978 0 559324 64 2**  
304pp.

This is a religious book, written to describe the evangelistic work carried out amongst the navvies by members of the Christian Excavators' Union formed in 1875. Although expressing the religious sentiments of the time, there are some illuminating glimpses of navvy life and there is one important reference on pp. 62-63 to the Settle and Carlisle enterprise.

**GARNETT, EMMELINE.** *Hills of Sheep.*

\*\*\*

Children's fiction

**London, Hodder and Stoughton. 1955.**  
192pp. 6 illustrations.

A delightful story for children about the friendship of a small Dales boy from Gearstones with the engineer Charles Stanley Sharland and a navvy family on Blea Moor during the construction period.

**GARRATT, COLIN and WADE-MATTHEWS, MAX.** *Illustrated Book of Steam and Rail.*

\*

**London, Anness Publishing, Hermes House. 2001, 2006. ISBN 1 84309 264 6**  
512pp. Over 1500 illustrations, most of them in colour.

Previously published as the *Ultimate Encyclopedia of Steam and Rail*, this very presentable volume is, in effect, two books in one. Colin Garratt has written the first part, entitled 'The World Encyclopedia of Locomotives', in which he traces the development of the railway locomotive up to the present time, and then gives a comprehensive and superbly illustrated account of the railways in different parts of the world. In the second part, Max Wade-Matthews takes the reader on more than 90 great railway journeys of the world, some, alas, no more than a memory, but of great interest nevertheless. The Settle-Carlisle features on a double-page spread (pp. 314-315). Each journey is illustrated by a wide selection of photographs of the key locations as well as historic images of rolling stock from the past. A Glossary, extensive Index and list of useful addresses are all to be found at the back of this fascinating book. Many of the photographs are by Colin Garratt himself, an exceptionally gifted railway photographer of the world's railways.

**GILMOUR, A. and THROWER, T.** *Yorkshire.*

\*

**InterCity Railway Society. 1993.**  
My Area Series, Vol. 1.

**GILPIN, LESLIE R.** *A Cumbrian Railway Album from the cameras of Ian and Alan Pearsall.*

\*\*

**Pinner, Cumbrian Railways Association. 2011. ISBN 978 0 9540232 8 7**  
112pp. 224 half-tone illustrations and 7 coloured maps. £14.50

A first-rate publication featuring photographs from the collection of over 7000 images taken by the late Pearsall brothers and bequeathed to the CRA in 2006. Most of the photographs date from the first two decades of British Railways, with 29 devoted to the Settle and Carlisle line. Although in monochrome, the images are particularly sharp and show a wealth of fine detail of the railway at work and in its topographical setting. The captions, too, are especially informative, giving details of the rolling stock and services being captured on film. Readers will also be interested in the railway-owned vessels such as tugs and lake steamers which feature in several photographs. The coloured maps are outstanding, clearly showing the network of pre-grouping lines which thread their way through this area of north-west England, both remotely rural and once heavily industrialised.

**GOODE, C.T.** *The Wensleydale Branch.*

\*

**Oakwood Press. 1980. Locomotion Paper No. 128. ISBN 0 85361 265 X**  
32pp. 17 illustrations, 5 line drawings. £1.50

A comprehensive and well-illustrated account of the branch line along which the North Eastern and Midland Companies joined hands.

**GORDON, EDGAR.** *The Settle to Carlisle Railway*

\*\*\*

**Stroud, Amberley Publishing. 2014. ISBN 978 1 4456 3961 1**  
96pp. 180 illustrations, colour & black and white. 1 map. £14 99

The author certainly knows how and where to place himself to achieve the best photographs! This is an attractive collection of images covering passenger, freight and special workings over the line in recent years. Some captions, unfortunately, give misleading, inaccurate or occasionally absurd detailed information.

**GORDON, IAN and GORDON, ANDREW.** *Settle to Carlisle Walk.*

\*\*\*

**Clapham, Dalesman.** 1990. ISBN 1 85568 001 7  
64pp. 6 pencil illustrations and 15 maps. £3.50

A sort of guide to walking the Settle-Carlisle route by an intrepid group of walkers who undertook the task in 1988. The book is more in the nature of a personal log of their expedition, complete with sketch maps, delightful drawings and interesting accounts of their experiences encountered along the way. There was also the difficulty of traversing Rise Hill, trying to find a pub in Crosby Garrett and, not least, having to come to terms with the phantom traveller on a pogo-stick at Ribbleshead, and about which they wrote an amusing verse (see Section J).

**GOUGH, JOHN.** *The Midland Railway – A Chronology.*

\*

**Mold, The Railway and Canal Historical Society.** 1989. ISBN 0 901461 12 1  
392pp. One system map and 118 pages of track diagrams.

An exhaustive and authoritative listing of all Midland Railway lines and facilities, giving dates of openings and closures up to the time of publication, including many other snippets of background information such as the dates when replacement signal boxes came into use. Definitely something for the railway buff.

**GOUGH, JOHN and KAY, PETER.** *Midland Railway System Maps: Vol. 6 – The Gradient Diagrams.*

\*\*

**Teignmouth, Peter Kay.** 1999. ISBN 1 899890 28 9  
56pp. £7.50

Facsimiles from the Roy Burrows Collection of the gradient profiles dating from 1902, believed to be the last complete set prepared for the Midland Railway. Here reproduced at 125% of the original, giving a scale of 4 miles to 1 inch horizontally and 400 feet to 1 inch vertically. There is an introductory text. See also the entries in Section E.

**GRIGG, A.O. and SMITH, P.G.** *An Opinion Survey of the Yorkshire Dales Rail Services in 1975.*

\*\*\*

**Crowthorne, Transport and Road Research Laboratory.** 1975(?). ISSN 0305 1293  
16pp.

A report summarising the impact of the Yorkshire Dales National Park's Dales Rail services, the first major attempt in recent times to arouse fresh interest in the use of the line.

**GROGAN, TONY and CHRIS.** *A Dales High Way: Route Guide.*

\*\*

**Shipley, Skyware.** 2008. ISBN 978 0 9559987 0 6  
54pp. 36 maps, those depicting the route are on the 1:25 000 scale. £6.99

A handy pocket-sized publication giving details of this interesting 90-mile walk from Saltaire to Appleby. The main features of interest are described and illustrated.

**GROGAN, TONY and CHRIS.** *A Dales High Way Companion.*

\*\*

**Shipley, Skyware.** 2009. ISBN 978 0 9559987 1 3  
112pp. Copiously illustrated in colour with 12 maps. £9.99

A helpful and well illustrated companion to the pocket guide, packed full of information, including an introduction to the wildlife and geology of the area traversed.

**GROGAN, TONY & CHRIS. *DALES Rail Trails.***

\*\*\*

**Shipley, Skyware. 2012. ISBN 978 0 9559987 3 7**

82pp (including covers). 56 illustrations and 42 maps in colour. £8.99

A comprehensive and absorbing guide to 32 walks to and from stations along the Settle-Carlisle route associated with the Yorkshire Dales National Park between Settle and Kirkby Stephen and from Clapham station on the Leeds-Morecambe line. Altogether, there are 18 circular walks and 14 useful link walks, all clearly and concisely described in this profusely illustrated pocket-sized publication. The walks are graded as easy, moderate and strenuous. The numerous maps (based on the current O.S. Explorer 1:25 000 series) and accompanying notes on the landscape and flora will be a welcome companion to those wishing to explore the Dales on foot using the railway. A final section lists eleven long distance trails and introduces a new 48-mile-long Six Peaks Trail between Settle and Kirkby Stephen.

**HAIGH, A. *Railways in West Yorkshire.***

\*

**Clapham, Dalesman. 1974. ISBN 1 85206 225 7**

96pp. 49 illustrations, 9 plans and maps. 75p

Of passing interest, especially the sections on railways around Bradford and Leeds.

**HAIGH, A. and JOY, DAVID. *Yorkshire Railways.***

\*

**Clapham, Dalesman. 1979. ISBN 0 85206 553 1**

96pp. 51 illustrations, 18 maps and diagrams. £2.95

A useful survey of the railways of Yorkshire, Cleveland and Humberside. The text examines some of the broader aspects of the railways in the region while the numerous photographs and maps help the reader gain a clear overall appreciation of the subject. An extensive reference section and an index provide further useful information.

**HALL, COLIN. *Settle To Carlisle: The Threatened Years.***

\*\*\*

**Fordingbridge, Colin Hall Publishing. 2003. ISBN 0 9538385 1 X**

64pp. 117 photographs, with illustrated covers. £8.95

A comprehensive compilation of photographs taken by the author in the first half of the 1980s of trains and railway buildings on the Settle-Carlisle line "through a difficult period of its life". Regular DMU and diesel locomotive-hauled passenger and freight services, together with many steam-hauled specials, are portrayed. Two glaring errors appear (there may be others!): a caption on p. 27 erroneously states that Blea Moor aqueduct carries the River Ribble over the railway (in fact, it is Force Gill, a tributary of the River Doe which runs down Chapel le Dale to Ingleton, not Ribblesdale – a not uncommon misunderstanding!) while on p. 32 it is claimed that Dandry Mire viaduct replaced an embankment which collapsed soon after the line was opened. In fact this viaduct was found to be necessary at the time of construction in 1871: the boggy morass simply swallowed up the enormous amount of spoil which had been relentlessly tipped for months in an attempt to create an embankment, but without success.

**HALL, STANLEY. *Railway Detectives: 150 years of the Railway Inspectorate.***

\*

**Shepperton, Ian Allan. 1990. ISBN 0 7110 1929 0**

146pp. 64 illustrations and 12 diagrams. £16.95

An intriguing and authoritative survey of the body which has been investigating accidents on the railways since 1840. Six accidents on the Settle-Carlisle are mentioned, commencing with that in Blea Moor tunnel in August 1880 and ending with that at Howe and Co's siding in April 1964. Surprisingly, the derailment of the night sleeper at Settle on 21 January 1960, which resulted in six fatalities, is not included.



**HALL, STAN. *A Railwayman's Odyssey. 1930-1970 From Junior Clerk to Superintendent.***

\*

**Published by Stan Hall, distributed by Ian Allan Publishing Ltd., Hersham. 2012. ISBN 978 0 7110 3750 2**  
256pp. 289 illustrations, 4 track diagrams and 1 gradient profile. £24.99

An in-depth autobiographical and captivating account of one man's astonishing career on the railways spanning forty years from booking clerk to Deputy Station Master at Kings Cross, and ending up as senior officer responsible for signalling and safety in the Operations Department of BR. Of particular Settle-Carlisle interest are his accounts of workings over the line and the two accidents in 1964, one involving a derailment near Howe and Co's Sidings signal box and the other the occasion one wild winter's night when several Humber Super-Snipe cars were blown off the wagons whilst traversing Ribbleshead viaduct. There is a wealth of detail here from someone on the 'inside' of railway operations, illustrated with a fine collection of photographs, most of which portray the various types of locomotives in use throughout the period; the Settle-Carlisle line also features.

**HALLAS, CHRISTINE. *The Wensleydale Railway.***

\*\*

**Clapham, Dalesman. 1984. ISBN 0 85206 780 1.**

72pp. 16 illustrations, 5 maps and station plans of Hawes and Aysgarth. £2.25

**Hawes, Leading Edge. 2<sup>nd</sup> Edition 1991. ISBN 0 948135 26 3.**

96pp. 47 illustrations, with an additional map. £5.25

**Ilkley, Great Northern Books in conjunction with the Wensleydale Railway 3<sup>rd</sup> Edition 2002.**

**ISBN 0 9539740 7 3.**

**4<sup>th</sup> Edition 2004. ISBN 0 9544002 8 3.**

96pp. 57 black and white illustrations, coloured illustrations on cover, 6 line maps; also summary tables and charts. £9.99

The various editions of Dr Hallas' extensively researched book, creditably revised over the years, provide a wealth of background material relating to the railway along this scenic Yorkshire dale. The series of maps charting the various proposals for railways in the region between the 1840s and 1880s make for particularly interesting reading. An excellent and authoritative resource.

**HARDINGHAM, ROGER. *The Settle-Carlisle Railway: A Pictorial Guide.***

\*\*\*

**Settle, Kingfisher Productions. 1998 and subsequent reprint. ISBN 0 946184 85 2**

16pp. 42 colour illustrations, 1 line engraving, 1 map, folded front cover with 6 further colour illustrations. £2.50

**New edition 2007 and subsequent reprints. ISBN 0 946184 85 2**

38 colour illustrations, 1 line engraving, 1 map, folded front cover with 6 further colour illustrations. £2.50

A rather expensive little publication illustrating and describing the chief features of the line. These publications do, nevertheless, contain some previously unpublished photographs which add to their interest.

**HARESNAPE, BRIAN. *Pullman: Travelling in Style.***

\*

**Shepperton, Ian Allan. 1987. ISBN 0 7110 1648 8**

192pp. 240 illustrations, 16 in colour. £25.00

A sumptuous publication, in keeping with its subject! Whilst bringing the story up to the Inter-City era, the book is pertinent to the Settle-Carlisle line which had introduced the early Pullman cars into Britain from America when the line was opened in 1876. A full list of British Pullman vehicles dating from 1906 to 1962 is given, together with a useful Bibliography.

**HARESNAPE, BRIAN. *Railway Liveries 1923 - 1947.***

\*

**Shepperton, Ian Allan. 1989. ISBN 0 7110 1829 4**

208pp. Numerous illustrations.

This volume deals with the liveries of the 'Big Four' railway companies as used on all types of railway locomotives, rolling stock, road vehicles and ships. Also touched upon are the characteristic designs of station buildings, style of lettering and heraldic devices.

**HARRIS, MICHAEL. (Ed.) *The Settle & Carlisle Route.***

\*\*\*

**Shepperton, Ian Allan. 1984; reprinted 1985. ISBN 0 7110 1448 5**  
48pp. 90 illustrations, 1 map and 5 timetables. A *Railway World* Special. £2.95

A concise and well-illustrated overview.

**HARRIS, M. (Ed.) *Settle and Carlisle Sunset.***

\*\*\*

**Shepperton, Ian Allan. First published 1989. ISBN 0 7110 1857 X**  
40pp. 71 illustrations, including 8 in colour. 1 map. £4.95  
Subsequently reprinted 1985, 1988 and 1989.

A stimulating volume concentrating on the operations over the line in the 1980s and during the uncertain period when closure seemed imminent. It includes some nostalgic pieces by Derek Cross which add poignancy to the campaign to keep the line open.

**HARRIS, MICHAEL. *British Main Line Services in the Age of Steam 1900-1968.***

\*\*

**Yeovil, Oxford Publishing Company. 1996. ISBN 0 86093 536 1**  
224pp. 134 illustrations.

This interesting book details main line services in the 20th century until the end of steam. Arranged by railway company or BR region in three sections (Pre-grouping, The Big Four and Nationalisation), the Midland Railway, LMS and BR Midland Region receive a mention. It is useful to be able to compare the services operating in one area with those provided elsewhere.

**HARRISON, NICK. *Main Line Steam Since 1984.***

\*\*

**Nottingham, Book Law Publications. 2004. ISBN 1 901945 38 3**  
96pp. 93 colour illustrations. £23.99

Essentially an album of top-quality photographic images of preserved steam locomotives at work around the UK, including many over the Settle-Carlisle.

**HAWKINGS, DAVID T. *Railway Ancestors: A Guide to the Staff Records of the Railway Companies of England and Wales 1822 - 1947.***

\*

**Stroud, Alan Sutton Publishing/Kew, Public Record Office. 1995. ISBN 0 7509 0883 1**  
510pp. with seven appendices and Index. Numerous illustrations. £25.00

A comprehensive listing of the original documents held in the National Archives (formerly the Public Record Office). These are listed under the following headings and provide the researcher with an invaluable guide to files of primary sources available at Kew: Staff Register and Staff History; Paybills and Voucher Books; Sickness and Accidents; Board of Director Meetings; Committee and Sub-committee Minutes; Joint Committee Meetings; Miscellaneous Records of Staff and Others; Trade Union appeals and disputes; railway magazines and newspapers. Also included are seven appendices, a Bibliography and Index of Persons.

**HAWKINS, CHRIS and REEVE, GEORGE. *LMS Engine Sheds: Vol. 2 - The Midland Railway.***

\*

**Reading, Wild Swan Publications. 1981. ISBN 0 906867 953**

**HAWKINS, CHRIS and REEVE, GEORGE. *LMS Engine Sheds: Vol. 3 - The Lancashire & Yorkshire Railway.***

\*

**Reading, Wild Swan Publications. 1982. ISBN 0 906867 07 X**  
viii + 136pp. 1 map with plans.

**HAWKINS, MAC. (Ed.).** *Ivo Peters' Farewell to North-West Steam.*

**\*\***

**Newton Abbot, David and Charles. 1992. ISBN 0 715300 80 6**  
176pp.

Sub-titled *A photographer's salute to the last days of steam over Shap and on the Settle & Carlisle.*

**HEIRON, G.F. and HARRIS, M.** *Portraits of Steam: the Paintings and Photographs of George F. Heiron.*

**\***

**Oxford, Oxford Publishing Co. 2000. ISBN 0 86093 554 X**  
96pp. 48 colour and 48 black and white illustrations.

There is a dramatic image of LMS No. 6125 hauling a Bradford Forster Square to Carlisle train.

**HENSHAW, DAVID.** *The Great Railway Conspiracy.*

**\***

**Hawes, Leading Edge. 1991. ISBN 0 948135 28 X (hardback); 0 948135 30 1 (paper).**  
256pp. 48 illustrations, 11 line drawings, 8 maps. Appendices, Bibliography, Glossary and Index.  
Hardback £14.95

Inspired by childhood memories of a rapidly shrinking network, David Henshaw has aimed to set the record straight about the deplorable ineptitude of both major political parties by failing to invest in an integrated national rail network for the future. The Settle-Carlisle is referred to throughout and, surprisingly, is one of the few winners in this on-going national scandal. The Beeching Report of 1963 is reviewed in the context of long-term economies and political agendas. This is an objective and broad analysis of an absorbing theme with overtones into many other aspects of national life which ought to be constantly held under review.

**HERBERT, W.B.** *Railway Ghosts and Phantoms.*

**\***

**Newton Abbot, David and Charles. 1989. ISBN 0 7153 9783 4**  
288pp. £10.95

No illustrations, but good bed-time reading! For Settle-Carlisle devotees, the volume includes the tales of the 'Mysterious Atmosphere at Shankend' and 'Strange Sounds on the Waverley Route' and also 'The Mysteries of Blea Moor Tunnel'.

**HEWITT, PEGGY. (Ed.)** *Track Records.*

**\*\*\***

**Privately published. Undated.**  
36pp. Illustrated paper cover. £1.50

An entertaining compilation of thirteen literary (despite the many typographical errors!) from the Settle Writers' Group celebrating the Settle-Carlisle railway. Some contributions are factual whilst others are fictional although based on fact, but all showing, in the words of the editor, imagination, sensitivity and a feeling of 'being there'. One item, in blank verse, is reproduced in Section J.

**HIGSON, M.F.** *London Midland Fireman.*

**\***

**Shepperton, Ian Allan. 1972. ISBN 0 7110 0321 1**  
144pp. 44 illustrations, 1 diagrammatic map, 1 track plan and 2 charts. £2.50

An interesting first-hand account from someone who spent his life on the footplate, with several references to Settle Junction and the line from there through Giggleswick and Clapham.

**HOLGATE, MARTIN.** *A History of Appleby.*

\*

**Clapham, Dalesman. 1982.** ISBN 0 85206 6791  
88pp.

An updated edition of a brief guide to this ancient town, first published in 1956. Passing reference is made to the coming of the railways.

**HOLT, GEOFFREY O.** *A Regional History of the Railways of Great Britain:  
Volume 10 – The North West.*

\*\*

**Newton Abbot, David St John Thomas. 1978.** ISBN 0 7153 7521 0  
256pp. £6.50

**Newton Abbot, David St John Thomas. 2<sup>nd</sup> Edition revised by Gordon Biddle. 1986.** ISBN 0 946537 34 8  
280pp. Black and white illustrations, and maps. £19.95

A comprehensive account of the development of the railway system in a key region of England. Consideration is given to the arrival of the railways at Skipton in the 1840s and also the impact which the Settle-Carlisle line had on the area thirty years later.

**HOOLE, K.** *Railways in the Yorkshire Dales.*

\*\*

**Clapham, Dalesman. 1975. Reprinted 1978 and 1985.** ISBN 0 85206 293 1  
96pp. 58 illustrations and 1 map. £1.40

The longest chapter deals with the Wensleydale branch, part of which formed Contract No. 5 of the Settle-Carlisle project. Well illustrated, with chapters on the Richmond and Masham branches, as well as lines along Nidderdale and Wharfedale.

**HORNE, RICHARD.** *21 Years of the Railway Heritage Trust.*

\*\*

**London, Railway Heritage Trust. 2007.**  
96pp. 243 coloured illustrations.

A celebration of the work of the Railway Heritage Trust since its inception in 1985. The Settle-Carlisle has benefited immensely from the attentions of the Trust and in this publication are illustrated accounts of the work carried out at St Pancras, Leeds, Skipton, Hellifield, Settle, Horton in Ribblesdale, Ribbleshead, Kirkby Stephen, Appleby and Carlisle, including the dry-stone walls along the route of the line over the northern fells. Lavishly illustrated.

**HOUGHTON, FREDERICK W. and FOSTER, W. HUBERT.** *The Story of the Settle-Carlisle Line.*

\*\*\*

**Bradford, Norman Arch Publications. 1948.**  
114pp. 10/6d.

**Huddersfield, The Advertiser Press. 2<sup>nd</sup> Edition 1965.**  
152pp. 41 illustrations, folded route map and line gradient inserts. 30/-

This desirable book has become something of a classic, being the archetypal volume devoted entirely to the history and operation of the line, albeit thereby helping to generate some of the widely-held myths which have grown up about the railway over the years and uncritically accepted until the mid-1970s. Several of the photographs depict the legendary snow clearing operations and marooned trains in the hard winter of 1947.

**HOWARD, GEOFF (Ed.).** *Teacher Resource Pack for Technology: Settle-Carlisle Railway.*

\*\*\*

**North Yorkshire Business and Education Partnership. c.1997.**  
Pack of 30 worksheets.

Some suggestions as to how the Settle-Carlisle railway could provide some useful ideas for meeting the requirements of Key Stages 2 and 3 of the National Curriculum in Design and Technology.

**HUCKNALL, DAVID. *Signals and Signal-Boxes of Great Britain.***

\*

**Stroud, Sutton Publishing. 1998. ISBN 0 7509 1322 3**

160pp. 252 illustrations, coloured dust jacket. Extensive Bibliography and Index. £19.99

A wide-ranging and in-depth record of working boxes both old and new. Illustrations depicting signalmen, line diagrams and paraphernalia such as fire buckets, oil lamps and old railway notices add to the interest. Tracks are treated by former railway company and BR regions; the MR lines between Skipton, Settle Junction and Carnforth are considered over six pages, with views of Skipton, Gargrave, Long Preston, Hellifield South, Settle Junction and Wennington. The dust jacket carries a coloured view of Skipton Station South box.

**HUCKNALL, DAVID. *Surviving Signal Boxes from the Golden Age of British Railways.***

\*\*

**Stroud, Sutton Publishing. 2000. ISBN 0 7509 2476 4**

144pp. 183 illustrations; coloured illustrated dust jacket. £19.99

This companion volume to David Hucknall's 1998 book looks at signalling within the appropriate Railtrack zones and deals in some depth with the apparatus and operation in surviving boxes opened before about 1960. The author admits to giving the North Wales coastal lines scant treatment and for omitting Scottish boxes altogether in this volume. The Introduction sets the scene for the economic state of affairs at the start of the new millennium and there is an extensive Index and Bibliography. The section covering the area between Hellifield and Carlisle, in the North Western Zone, features boxes at Hellifield, Settle Junction, Garsdale, Kirkby Stephen and Culgaith over five pages. Detailed captions accompany each photograph.

**HUCKNALL, DAVID. *Engine Sheds in Camera.***

\*

**Stroud, Sutton Publishing. 2005. ISBN 0 7509 4191 X**

144pp. 178 illustrations. £19.99

An extensively-researched volume with informative captions to the splendid photographs depicting evocative scenes in steam motive power depots. The end of steam is captured in a comprehensive manner. There is a preponderance of southern locations but of interest to the Settle-Carlisle enthusiast are the photographs of the sheds at Riccarton Junction and Hawick which, amongst other duties, supplied banking engines for the upland stretches of the 'Waverley' route. As with the author's earlier volumes, all photographs carry detailed and informative captions with scholarly and reliable information.

**HUNT, DAVID; ESSERY, BOB & JAMES, FRED. *Midland Engines.***

\*

**Reading, Wild Swan Publications, in association with the National Railway Museum, York.**

**No. 1: 1833 and 2228 Class Bogie Passenger Tanks. 1999. ISBN 1 874103 50 X. 50pp.**

**No. 2: The Class 3 Belpaire Goods Engines. 2000. ISBN 1 874103 55 0. 64pp.**

**No. 3: The Class 2 Superheated 4-4-0s (483 Class Rebuild). 2000. ISBN 1 874103 60 7. 56pp.**

**No. 4: Goods Engines - the 700 Class Double Frame. 2002. ISBN 1 874103 73 9. 102pp.**

**No. 5: Goods Tank Engines - The Johnson 2441 Class. 2004. ISBN 1 874103 94 1. 78pp.**

A set of authoritative volumes by leading experts in the field, detailing essential information for those wishing to familiarise themselves with the motive power developed for the Midland Railway.

**HUNTLEY, JOHN. *Railways on the Screen.***

\*

**Shepperton, Ian Allan. 1993. ISBN 0 7110 2059 0**

206pp. 96 illustrations. £14.99

A unique encyclopaedic catalogue, alphabetically arranged, of railways which have featured on both film and video, including television. John Huntley is a noted film historian and *Railways on the Screen* is a follow-on volume from his earlier *Railways in the Cinema*. Full bibliographic details are given of the films or film sequences, their durations, origins and set locations. The Settle-Carlisle has three straight entries, but then there is *The Long Drag* (1963), with various other references under other headings scattered throughout this masterly book.

**JACOBS, GERALD. *Railway Track Diagrams: Midland North and West.***

\*

**Bradford on Avon, Trackmaps. 2<sup>nd</sup> edition 2005. Quail Track Diagrams Series. ISBN 0 9549866 0 1**  
64pp. Multicoloured line diagrams with key.

An update of a publication which first appeared in 1990, showing all lines in the region.

**JENKINS, STANLEY C. *The Wensleydale Branch: A New History.***

\*\*

**Usk, Oakwood Press. 2<sup>nd</sup> Edition, 2002. ISBN 0 85361 587 X**

192pp. 109 illustrations. Line diagrams and drawings of station buildings. Maps and facsimiles of timetables are also included, together with 3 appendices and a list of important dates.

Originally published as *History of the Wensleydale Branch* in 1993, this absorbing and in-depth study traces the development and operation of the line which linked the North Eastern Railway with the Midland Railway at Hawes when it was completed in 1878. Early plans for a line along Wensleydale dated from the mid-1840s; many rival schemes and individual railway companies were involved and the line opened in stages between 1848 and 1878. A most useful source of reference.

**JENKINS, STANLEY C. and QUAYLE, HOWARD. *Railways Across The Pennines.***

\*\*

**Shepperton, Ian Allan. 1990. Reprinted 2006. ISBN 0 7110 1840 3**

112pp. 174 illustrations, coloured dust jacket, 8 maps, 5 track diagrams and 11 gradient profiles. £14.95

A very thorough overview of the unique set of seven routes which traverse the Pennines from the Newcastle-Carlisle line in the north to the Sheffield-Manchester line in the south. A clear and authoritative text traces the origins of the lines up to the present day, accompanied by excellent photographs, informative maps and track diagrams. A final chapter considers the situation since the 1960s and possible developments in the future.

**JENKINSON, DAVID. *Rails in the Fells.***

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**Seaton, Peco Publications. 1973. ISBN 0 900586 42 7 £3.00**

**2<sup>nd</sup> Edition, 1980. ISBN 0 900586 53 2 £6.95**

158pp. 167 illustrations. 42 figures, coloured cover.

This seminal work arose from some extensive research by the author on the line and its special geographical and social relationship with the environment through which it passed. The second edition has a re-written final chapter and some new photographs; other chapters, the Appendix and Selected Bibliography remain the same. Both editions present useful summary data relating to some of the economic aspects of running the railway. There are also some excellent line drawings of buildings and track diagrams which have especially proved their worth to railway modellers and others since their time of publication.

**JENKINSON, DAVID. *Settle-Carlisle Railway Centenary 1876-1976.***

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**London, British Rail (LM). 1976. ISBN 0 7003 0034 1**

16pp. 47 illustrations in text. 50p

The official booklet produced to mark the centenary of the opening of the line to passenger traffic on 1 May 1876. A leaflet insert gives details of the centenary celebrations and carried a message from Alan Bennett, President of the Settle and District Civic Society at the time which, in conjunction with British Rail and local bodies, helped to co-ordinate events to mark this notable anniversary.

**JENKINSON, D. and ESSERY, R.J. *Locomotive Liveries of the LMS.***

\*

**Hatch End, Roundhouse Books. 1967.**

234pp. 50 plates.

**JENKINSON, DAVID and ESSERY, BOB.** *Midland Carriages: an illustrated review, 1877 onwards.* \*

Poole, Oxford Publishing. 1984. ISBN 0 86093291 5  
viii + 182pp. Illustrated. £13.95

**JENKINSON, DAVID and ESSERY, BOB.** *The Illustrated History of LMS Standard Coaching Stock:*

*Volume 1: General Introduction and non-passenger vehicles.* \*

Haynes, Oxford Publishing. 1991. ISBN 0 86093 450 0  
x + 166pp. £24.99

*Volume 2: General service gangwayed vehicles.* \*

Sparkford, Oxford Publishing. 1994. ISBN 0 86093 451 9  
238pp. £24.99

*Volume 3: Non-corridor, special purpose and self-propelled vehicles.* \*

Shepperton, Oxford Publishing. 2000. ISBN 0 86093 452 7  
208pp. Illustrated. £34.99

**JENKINSON, DAVID and WHITEHOUSE, PATRICK.** *Eric Treacy's LMS.* \*\*

Yeovil, Oxford Publishing Company/Haynes Publishing Group. 1988. ISBN 0 86093 381 4  
192pp. Numerous illustrations. £15.95

There are twenty or so superb studies of the 'Waverley' route expresses over the Settle-Carlisle, Treacy's favourite line. Of equal fascination is the coverage of many now forgotten line-side trappings of the steam age. Informative captions.

**JENNINGS, KATHLEEN and LONG PRESTON HERITAGE GROUP.** *Celebrating 160 years - the Anniversary of the Little North Western Railway in Long Preston.* \*\*\*

Skipton, Long Preston Heritage Group. 2009.  
ii + 22pp. 9 illustrations (including two on cover), 7 maps, 3 figures and 2 tables. £3.00

Based on an original dissertation in 1972 by Kathleen Jennings, this little volume has been edited and updated to mark the 160<sup>th</sup> anniversary of the coming of the railway in the late 1840s to Upper Ribblesdale. This was part of the Leeds to Lancaster trans-Pennine route via Skipton and Giggleswick (the latter station then called 'Settle'). The story is necessarily briefly told, but is beautifully illustrated by clear maps of the village and analytical data amongst the modest collection of half-tone photographs.

**JONES, A.E.** *Roads and Rails of West Yorkshire 1890-1950.* \*

Shepperton, Ian Allan. 1984. ISBN 0 7110 1347 0  
176pp. Illustrated, with maps. £8.95

**JONES, ROBIN.** *Beeching: 50 Years of the Axeman.* \*

Horncastle, Mortons Media Group. 2001. ISBN 978 1 906167 68 4  
130pp. 247 illustrations, 145 in colour. 7 maps. £6.99

The case of the Settle-Carlisle line is neatly covered over two pages in this comprehensive, well illustrated and objective assessment of fifty troubled years on Britain's railways and the legacy of a man appointed to turn the railways into a profitable industry. Also attractive on account of its very modest price.

**JONES, ROBIN.** *Beating Beaching: Britain's Railways fight back from the Axe.*

\*\*

**Heritage Railway, Mortons Media Ltd. 2013. ISBN 978 1 909128 03 3**  
130pp. Numerous illustrations in colour and black and white. £6.99

The Introduction of this thought-provoking publication provides a well-balanced summary of the problems facing the rail industry in the 1960s and firmly places the Beeching Report of 1963 in its proper context. The seventeen chapters cover in detail the stories of how many of the railway routes identified for closure by the Doctor were saved for future generations of travellers. Chapter 7 details the familiar story of the reprieve of the Settle to Carlisle and rightly gives prominence to Edward Alton in thwarting "British Rail at every turn". It is highly commendable and objective summary of an emotive subject at an extremely modest price. It deserves a wide readership.

**JOWETT, ALAN.** *Jowett's Atlas of Railway Centres - Volume 1.*

\*\*

**Yeovil, Patrick Stephens/Haynes Publishing Group. 1993. ISBN 1 85260 420 4**  
240pp. Handwritten text with numerous hand-drawn and hand-coloured maps. £30.00

Carlisle is No. 12 and is covered within 21 pages, including two for the Settle-Carlisle. This unusual publication is full of interesting detail, with dates of opening and closure. Details of the new Carlisle Power Box commissioned in 1973 are also given, together with a novel 'Family Tree' of the various railways which converged on this strategic border city.

**JOY, DAVID.** *Railways in the North: A Pictorial Introduction.*

\*\*

**Clapham, Dalesman. 1975 3<sup>rd</sup> Edition. ISBN 0 85206 182 X**  
96pp.

Originally published in 1970, this volume contains some quaint pictures of general interest, most of which are published for the first time. Of Settle-Carlisle interest are three aerial photographs of Ribbleshead viaduct and Blea Moor tunnel by Tom Parker.

**JOY, DAVID.** *Railways in Yorkshire: 1. The West Riding.*

\*

**Clapham, Dalesman. 1976. ISBN 0 85206 335 0**  
80pp. 108 illustrations, 1 map. £1.50

The Settle-Carlisle line is deliberately excluded from this volume in the 'Pictorial History' series but there are a few photographs depicting trains bound for 'The Long Drag' within its pages.

**JOY, DAVID.** *Steam on the Settle & Carlisle.*

\*\*\*

**Clapham, Dalesman. 1981. ISBN 0 85206 648 1**  
80pp. 90 illustrations. £3.25

The steam tours which returned to the line in 1978 feature prominently. Peter Fox has written informatively on the events leading up to the return of steam; a final chapter portrays earlier days of more routine operation.

**JOY, DAVID.** *A Regional History of the Railways of Great Britain, Vol. 14: The Lake Counties.*

\*

**Newton Abbot, David and Charles. 1983. Second Edition 1990. ISBN 0 946537 56 9**  
274 pp. 45 plates, 14 illustrations and 7 maps in the text. Large insert folded map.

A concise regional history of railways in an important industrial corner of England. Chapter 3 gives an account of the challenges offered by the Midland Railway when it opened its Settle-Carlisle route in the mid-1870s.



**JOY, DAVID. *Settle-Carlisle in Colour.***

\*\*\*

**Clapham, Dalesman. 1983. ISBN 0 85206 739 9**

72pp. 32 colour illustrations, 5 line drawings and 2 maps. £4.95

The mood of the line, both past and present (between 1961 and 1983), is captured in this anthology. O.S. Nock has written a two-page Foreword and David Joy describes the line in the four chapters which follow. Tables and maps augment the text and accompanying fine colour plates.

**JOY, DAVID. *Portrait of the Settle-Carlisle.***

\*\*\*

**Clapham, Dalesman. 1984. ISBN 0 85206 806 9**

72pp. 28 colour and 17 black and white illustrations, 3 line drawings and 1 map. £5.95

Another compilation of colour as well as black and white photographs with a text that covers much of the familiar history of the line throughout three main periods of operation: steam to 1966, the diesel era and the steam haulage of special charter services since the lifting of the ban in 1978.

**JOY, DAVID. *Settle - Carlisle Celebration.***

\*\*\*

**Clapham, Dalesman. 1990. ISBN 1 855680 12 2**

56pp. Illustrated. £4.95

**JOY, DAVID. *Guide to the Wensleydale Railway.***

\*\*

**Ilkley, Great Northern Books. 2005. ISBN 1 905080 02 6**

32pp. 33 illustrations, 22 in colour; 1 map. £2.99

A fresh look at the history of the line and its development, decline and recent renaissance, with an optimistic look to the future by this respected railway author.

**JOY, DAVID and MITCHELL, W.R. *Settle-Carlisle Centenary.***

\*\*\*

**Clapham, Dalesman. 1975. ISBN 0 85206 277 X**

96pp. 94 illustrations. £1.15

Eight chapters, each comprising a short text and numerous photographs, tell the history and operation of the line throughout its first one hundred years' existence. Reproduced for the first time are photographs which fortuitously came to light in time for the centenary celebrations and which show the construction of some of the major viaducts along the line. How these photographs remained undiscovered in the railway archives for so long is a mystery but they clearly suggest that they were the basis for some of the engravings which had appeared in the later editions of F. S. Williams' history (q.v.).

**JOY, DAVID *et al.* *Carlisle: 150 years of Railways.***

\*

**Barrow-in-Furness, Cumbrian Railways Association. 1986.**

32pp. 26 illustrations and 8 track diagrams. £1.95

An impressive overview of a complex story, with chapters by five authors and contributions from other sources.

**KEAVEY, JOHN. *Rails At Random.***

\*

**Skipton, Yorkshire Dales Railway Museum Trust. 1995. ISBN 0 902426 05 2**

36pp. 9 pen and ink sketches, 8 photographs, 10 route maps.

A nostalgic and informal miscellany of journeys along lost railway routes in Yorkshire, including that to Low Gill over the former 'Little North-Western'. Nicely illustrated by Stuart Bell.

**KICHENSIDE, GEOFFREY.** *The Restaurant Car: A Centenary of Railway Catering.* \*

**Newton Abbot, David and Charles. 1979. ISBN 0 7153 7818 X**  
48pp. Numerous illustrations.

Passing reference is made to catering facilities provided by the Midland Railway on its new route to Scotland in the 1870s. Initially, the first dining stop when travelling north from London was at Normanton, a service which lasted throughout the 1880s. Dining cars providing on-train facilities were introduced on the Settle-Carlisle services from the 1890s. Unfortunately, there is neither a Contents page nor an Index.

**KILLEEN, JOHN.** *Limestone Lovescape.* \*

**Ingleton, Pendragon. 2010. ISBN not issued.**  
104pp.

A collection of verse and seven prose pieces from the pen of this 'part-time bookseller, part-time writer, part-time moocher and part-time idler' whom some readers may have had the pleasure of meeting at book fairs in the north of England. One verse relates to a chartered steam train over the Settle-Carlisle line (reproduced here in Section J) while in the prose section there are several references to the line including a 'Black Five' and a return journey from Ribbleshead to Appleby. There is plenty to amuse the reader here, the prose items being particularly imaginative and perceptive.

**LACY, R.E. & DOW, GEORGE.** *Midland Railway Carriages.* \*

**Reading, Wild Swan Publications.**  
*Vol. 1: 1984. ISBN 0 906867 19 3.* 170pp. £12.50  
*Vol. 2: 1986. ISBN 0 906867 36 3.* 500pp. £19.95

An authoritative survey of passenger carriages used by the Midland Railway, each volume being profusely illustrated with half-tones and line drawings.

**LAMBERT, ANTHONY.** *Settle To Carlisle: A Beautiful Journey North.* \*\*\*

**Avonmouth, Parragon. 1997. ISBN 0 7525 2348 1**  
96pp. 60 coloured and 24 black and white illustrations; maps and Index. £8.50

A beautifully produced account of the line in enlarged landscape format, amply illustrated by a wealth of superb photographs and explanatory text. Many older photographs are included to help portray the story from the past.

**LAMBERT, ANTHONY.** *Lambert's Railway Miscellany.* \*

**London, Ebury Press. 2010. ISBN 978 0 09 193771 3**  
viii + 248pp. Illustrated. £12.99

This entertaining compilation of railway anecdotes and factual information makes interesting reading. The Settle-Carlisle warrants six entries.

**LANGSTON, KEITH.** *British Steam Patriots.* \*

**Barnsley, Wharnccliffe Transport. 2011. ISBN 978 1 84563 145 1**  
172pp. 204 illustrations, 41 in colour. One line drawing.

There is no specific reference to the Settle-Carlisle line in this book but because of the link with LMS 4-6-0 locomotive No. 5538 *Giggleswick* (vide titles by O.S. Nock and N.J. Mussett on the subject) it is listed here. Note that other titles have been published in recent years also dealing with the Patriot Class of locomotives. This volume is produced in celebration of the building of the new national memorial locomotive 'Patriot' class 4-6-0 No. 45551 *The Unknown Warrior*. An overview of the development of this class of medium-powered locomotives in the 1930s is given, followed by a couple of pages, with illustrations, of each of the 52 members of the class. An interesting chapter gives a brief resumé of LMS steam locomotive building and the final chapter tells the progress to date of the LMS-Patriot Project currently under way at the Llangollen railway works and which aims for completion by 2018, the centenary of the end of World War 1.

**LANSLEY, ALASTAIR et al.** *The Transformation of St Pancras Station.* \*

London, Laurence King Publishing. 2008. ISBN 978 1 85669552 7 & 978 1 85669552 2 Hardback.  
2010. ISBN 978 1 85669 637 1 Paperback.  
240pp. Hardback: £30.00; paper £19.95

**LENS OF SUTTON COLLECTION.**

See entry in Section F.

**LESLIE, R.H.** *London Midland Steam Around Carlisle.* \*\*

Truro, Bradford Barton. 1975. ISBN 0 8515 322 4 1  
96pp. Illustrated. £3.95

**LESLIE, R.H.** *Steam on the Waverley Route.* \*

Truro, Bradford Barton. 1978. ISBN 0 8515 334 1 8  
96pp. Illustrated, with map. £4.25

**LESLIE, R.H. and SHORT, R.H.** *London Midland Steam: Skipton-Carlisle.* \*\*\*

Truro, Bradford Barton. 1976. ISBN 0 85153 223 3  
96pp. 99 illustrations. £4.95

A companion to Derek Cross' 1974 book depicting steam operation in the 1950s and 1960s. The photography is superb and the captions informative.

**LE VAY, BENEDICT.** *Britain From the Rails: A Window Gazer's Guide.* \*\*

Chalfont St Peter, Bradt. 2009 ISBN 978 1 84162 277 4 (hardback); 2010 ISBN 978 1 84162 333 7 (paper).  
320pp. Numerous illustrations including maps, with 24 pages in colour. £14.99 (paper).

A thoroughly comprehensive, informative yet entertaining and unusual guide to the numerous rail journeys which can be experienced throughout Britain, and much else besides. Very favourably reviewed since its first appearance in 2009. No fewer than fifteen delightful pages are devoted to the Settle-Carlisle line, which the author begins by claiming is "a mad, mountainous, miraculous, marvellous, mysterious, mean, moody, magnificent, massive and masterful main-line Midland railway". What more need be said?

**LONG PRESTON HERITAGE GROUP.**

See entry under Kathleen Jennings above.

**McDERMOTT, F.** *The Life and Work of Joseph Firbank.* \*\*

London. 1887.

A biography of the man who, amongst his many other achievements, was awarded Contract No. 3 of the Midland Railway's Settle-Carlisle project and saw the completion of the line into their prestigious new terminus at St Pancras in 1868.

**MARCHANT, IAN.** *Parallel Lines, or Journeys on the Railway of Dreams.* \*

London, Bloomsbury. 2003: ISBN 0 7475 6578 3 (hardback). 2004: ISBN 0 7475 6584 8 (Paperback)  
xii + 308pp. 8 illustrations in colour. Paperback £12.99

A light-hearted and vaguely autobiographical look at the experience of rail travel in Britain, one of the journeys being over the Settle-Carlisle. The author claims that "travelling by train is one of the great shared experiences of the British nation", a sentiment with which, generally speaking, it would be hard to disagree.

**MARSH, JOHN and GARBUTT, JOHN.** *Images of Cumbrian Railways.*

\*\*

**Stroud, Sutton Publishing. 2002. ISBN 0 7509 2834 4**  
152pp. 228 illustrations, 12 maps.

A thorough coverage of the many facets of railways in the former counties of Cumberland and Westmorland. The author uses a rich source of photographs, many from the early days, of both industrial and recreational interest. Fourteen pages focus on the Midland Railway's stations at the northern end of the Settle-Carlisle route. Informative captions accompany each illustration.

**MARSHALL, JOHN.** *Forgotten Railways: North-West England.*

\*

**Newton Abbot, David and Charles. 1981. ISBN 0 7153 8003 6**  
176pp. Numerous illustrations and maps, including folded endpiece. £6.50

Good detailed coverage of the Lune valley and some Cumbrian lines which joined with the Midland at Carlisle; also railway sites at Clapham, Low Gill and Wennington, with dates of opening and closures of the sections concerned. There is a useful Gazetteer.

**MATHER, DAVID.** *Riding the Settle & Carlisle: 1969-1989.*

\*\*\*

**Kettering, Silver Link Publishing. 2011. ISBN 978 1 85794 384 9**  
96pp. 146 illustrations, including 14 in colour. 1 map. Index. £17.99

An interesting assemblage of photographs with some surprising little nuggets not picked upon by other authors. The text, although fairly standard in content but with several misleading or incorrect remarks, is in the form of a companion to the journey, travelling north from Skipton. Many of the pictures, alas, would now be impossible to obtain from today's regular services because one is no longer able to lean out of the windows!

**MITCHELL, W.R.** *The Long Drag.*

\*

**Settle, W.R. Mitchell. 1962.**  
32pp. Typescript printed by offset lithography. Cover and text illustrations by E. Gower. 2/6d.

The story of men under stress during the construction of the Settle-Carlisle railway. Being Bill Mitchell's first published volume on the Settle-Carlisle line, this must be now be regarded as a classic publication and a veritable collector's item. In it he gives accounts of the early days of construction and there is a final chapter entitled 'The Long Drag Today'.

**MITCHELL, W.R.** *The Railway Shanties.*

\*\*\*

**Settle, Settle and District Civic Society. 1975. 30p**  
**Settle, North Craven Heritage Trust. Undated (1984) reprint. 50p**  
16pp. 8 illustrations, 2 maps.

This booklet was originally published in 1975 as a souvenir of an exhibition in Settle depicting life in the shanty towns associated with the construction of the line between 1869 and 1876. Emphasis is given to the largest undertakings on Contract No. 1, running from Settle Junction to Dent Head. A series of specially commissioned paintings by the late Betty Harrington help illustrate this fascinating theme – see entry under the artist's name in Section F.

**MITCHELL, W.R.** *Life on the Settle-Carlisle Railway.*

\*\*\*

**Clapham, Dalesman. 1984. ISBN 0 85206 773 9**  
96pp. 129 illustrations, 1 map. £3.95

A very readable and amusing account containing anecdotes collected by Bill Mitchell (much of them initially on tape) in conversation with railwaymen and their families over several years.

**MITCHELL, W.R. *Men of the Settle-Carlisle.***

\*\*\*

**Clapham, Dalesman. 1985. ISBN 0 85206 845 X**  
96pp. 49 illustrations, 1 map. £4.50

Another compilation of anecdotes which provides further insights into the lives of railwaymen from a human perspective.

**MITCHELL, W.R. *Shanty Life on the Settle-Carlisle Railway.***

\*\*\*

**Giggleswick, Castleberg. 1988. £3.60. Reprinted 1996. £4.20. Revised 2004. £5.99. ISBN 1 871064 01 5**  
48pp. Numerous illustrations, 2 maps. £2.40

Updated accounts of this recurring theme, with many half-tone and line illustrations to bring the story to life.

**MITCHELL, W.R. *How They Built the Settle-Carlisle Railway.***

\*\*\*

**Giggleswick, Castleberg. 1989. ISBN 1 871064 03 1 £3.00**  
**Reprinted 1992, 1996, 2001; 2005 £5.99**  
48pp. 59 illustrations, including sketch maps.

The story is told largely through a compilation of short extracts from contemporary newspaper articles written at the time of the construction and facsimiles of some of the Midland Railway's land maps, arranged sequentially by Contract.

**MITCHELL, W.R. *Ribblehead Reborn.***

\*\*\*

**Giggleswick, Castleberg. 1992. ISBN 1 871064 70 8**  
96pp. 19 black and white and colour illustrations (including those on cover), 18 line drawings and 1 map. £4.99

An illustrated account of the history, folklore and renovation in 1989-1992 of this magnificent and iconic structure. Detailed annotated drawings explain clearly the technical tasks facing latter-day engineers as they work to ensure the line's survival well into the 21<sup>st</sup> century.

**MITCHELL, W.R. *A Popular History of Settle and Giggleswick.***

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**Giggleswick, Castleberg. 1993. ISBN 1 871064 95 3**  
120pp. 18 illustrations, 1 map. £5.40

There are a few pages on the coming of the railway to Settle, first in 1849 and then nearly thirty years later with the opening of the Settle-Carlisle line for passenger traffic. An entertaining light read.

**MITCHELL, W.R. *The Men Who Made the Settle-Carlisle.***

\*\*\*

**Giggleswick, Castleberg. 1993. ISBN 1 871064 86 4**  
120pp. 44 illustrations and line drawings, 6 maps. Coloured illustrated cover. £5.99

This volume brings together in a new format the edited versions of Bill Mitchell's earlier publications, namely *Shanty Life on the Settle-Carlisle Railway*, *How They Built the Settle-Carlisle Railway* and *Footplate Tales*. As such, it provides a useful compilation of these other works in a readily accessible form.

**MITCHELL, W.R. *Dent – the Highest Main Line Station in England.***

\*\*\*

**Giggleswick, Castleberg. 1995. ISBN 1 871064 93 7**  
124pp. 34 black and white illustrations. Coloured illustrated cover. £5.99

An amusing and light-hearted look at many of the characters who have served the railway in this remote location, with tales of endurance through the harshest of winters, Blea Moor tunnel, the Garsdale water troughs and much else that impinged on life in this lonely outpost.

**MITCHELL, W. R. *How They Built the Settle-Carlisle Railway: Special Schools Edition to accompany a Teachers' Resource Pack.*** \*\*\*

**Giggleswick, Castleberg. 1995. ISBN 1 871064 03 1**  
48pp. 46 illustrations, with sketch maps of the five contracts.

Essentially the same publication as Bill Mitchell's publication of 1989 (see above) but with a new wrapper cover, and designed to accompany the Teacher Resource pack of 1994 (also above).

**MITCHELL, W.R. *The Lost Shanties of Ribbleshead.*** \*\*\*

**Giggleswick, Castleberg. 1996. ISBN 1 871064 83 X**  
96pp. 10 illustrations and 2 maps. Coloured cover. £5.99

**Reprinted 2006. ISBN 1 871064 83 X.**

New format, 146pp. 7 illustrations and 1 picture map. Coloured cover. An inferior reprint of the 1996 edition, with incorrect pagination listed on the table of Contents, p.5. £7.00

A detailed account, based on contemporary sources, of navvy life in the railway works and shanty towns which sprang up at Ribbleshead between 1869 and 1876. Unfortunately, the findings of the topographical and archaeological survey commissioned by the Yorkshire Dales National Park Authority in 1995 are not incorporated although the director of the project, Peter Caldwell, has written a Foreword to this book. Were they to have been published, however, some of their conclusions would be open to question.

**MITCHELL, W.R. *Celebration 10: A Decade of Progress on the Settle-Carlisle Railway.*** \*\*\*

**Settle, Settle-Carlisle Business Liaison Group. 1996. ISBN 0 952406 99 3**  
24pp. 18 illustrations, 1 line drawing. Coloured illustrated cover. £2.00

This little booklet was produced to celebrate the tenth anniversary of the re-introduction of local services in 1986. A general background to the railway is given, together with a synopsis of the ten eventful years following the Dales Rail services of 1986 to the time of the tenth anniversary celebrations.

**MITCHELL, W.R. *Mile by Mile on the Settle-Carlisle.*** \*\*\*

**Giggleswick, Castleberg Publications. 1997; reprinted 2002. ISBN 1 871064 74 0**  
104pp. 12 illustrations and 29 line drawings, 18 line maps. £5.99

Not so much 'mile by mile' as 'feature by feature'. This informative book covers familiar territory in a logical order. Entries for each feature, be it village, hamlet, station, viaduct, tunnel or something topographic, contain not only factual information (though some of it not always accurate) but anecdotes and folklore which enable the traveller over the line to engage with the railway and the country through which it passes. Nevertheless, a useful companion to have on the journey.

**MITCHELL, W.R. *Ten Short Walks around Settle and Giggleswick.*** \*

**Giggleswick, Castleberg. 1997. ISBN 1 871064 69 4**  
36pp. 15 illustrations, including sketch maps of the area.

One cannot go far in Settle or Giggleswick without either seeing, hearing or crossing one or other of the two lines which serve the area. Five of these ten walks start at one of the stations or cross the railway lines and the text draws the reader's attention to interesting features along the way.

**MITCHELL, W.R. *Music of the Yorkshire Dales.*** \*

**Giggleswick, Castleberg. 1997. ISBN 1 871064 73 2**  
164pp. 17 half-tone illustrations, 17 line drawings, 1 map and 24 musical scores. £5.99

A rather unusual but entertaining look at the musical heritage of the Yorkshire Dales and the inspiration they have engendered to professional and folk composers down the ages. A chapter is devoted to the Settle-Carlisle railway and features the compilations of Stan Chandler, Mike Donald, Dave Goulder and Jan Holdstock (all listed in Section J of this *Handbook of Resources*).

**MITCHELL, W.R. *Garsdale: History and Traditions of a Junction Station.***

\*\*\*

**Giggleswick, Castleberg. 1999. ISBN 1 871064 76 7**  
140pp. 27 illustrations, 24 line drawings and maps. Coloured cover. £6.50

A lively and well-illustrated account of life at this windy junction with some new findings relating to the census returns of 1871 by Paul Kampen and also featuring the memorial set up in St Mary's Church at Outhgill in Mallerstang to commemorate the 25 workers who died in the vicinity during the construction of the railway.

**MITCHELL, W.R. *One Hundred Tales of the Settle-Carlisle Railway.***

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**Giggleswick, Castleberg Publications. 2000. ISBN 1 871064 49 X**  
116pp. 30 line illustrations and 28 half-tones, 1 map. £6.99

Very interesting tales featuring personalities and life from locations between Hellifield and Carlisle.

**MITCHELL, W.R. *Thunder In The Mountains – The Men Who Built Ribbleshead.***

\*\*\*

**Ilkley, Great Northern Books. 2009. ISBN 978 1 905080 63 2**  
160 pp. 117 illustrations (29 in colour), 3 maps. £18.00

This lavishly produced hardback volume is essentially an assemblage of folk tales and anecdotes concerning the work force responsible for building and maintaining the two major structures of Ribbleshead viaduct and Blea Moor tunnel. It makes for easy-going reading and contains some interesting facts, unfortunately not all of them correct and sometimes contradictory: it is not a book for the scholar. By his own admission, the author is more interested in human activities than technical matters and one should accept the book as such, errors and all. One wishes that the publishers had been more rigorous in their commissioning of such an extravagant looking volume and done the subject greater justice. The book would greatly benefit from the provision of an Index.

**MITCHELL, W.R. *The Settle-Carlisle: the Middle Route to Scotland.***

\*\*\*

**Settle, Kingfisher Productions. 2011 (undated). ISBN 978 0 946184 97 2**  
80pp. 121 illustrations, 50 in colour, 1 sketch map. £9.95

A fresh approach by this prolific author to a familiar theme, enlivened by several short chapters on specific aspects of the railway and many previously unpublished, suitably captioned photographs. As with the volume above, the provision of an index would have been welcome but perhaps this would have worked against the publisher being able to produce such an attractive and colourful volume at this very modest price.

**MITCHELL, W.R. *Ribbleshead: The Story of the Great Viaduct on the Settle-Carlisle Line.***

\*\*\*

**Settle, Kingfisher Productions. 2015. ISBN 978 0 957336 75 9**  
80pp. 122 illustrations, including 101 in colour. £18.00

In attractive A4 landscape hardback format, this is a lavish book by any standards, a coffee-table style book *part excellence*. But it has to be stated at the outset that it in no way does the author justice, considering the long association which he has had with the line and the contribution he has made to its appeal by way of his prodigious output, 31 Settle-Carlisle titles alone by the time of his death and innumerable articles and talks. The collection of photographs is superb, especially so as 18 of the images are reproduced to full A4 size and 22 of them very nearly so. The book suffers a major setback in not being thoroughly proof-read, ironing out the numerous instances of tedious repetition in the text or the promulgation of careless or unintentional errors. A greatly missed opportunity as a fitting tribute to the author at the end of his long career.

**MITCHELL, W.R. *Folk Tales on the Settle-Carlisle Railway.***

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**Fonthill Media Limited. 2015. ISBN 978 1 78155 321 3**  
94pp. 32 illustrations. £14.99.

This is Bill Mitchell's last book on the Settle-Carlisle line and sadly not his best, and one that his son David helped him to complete before Bill's death in October 2015 at the age of 87. It is an amusing and light-hearted compilation of anecdotes collected by the author over many years, conveniently arranged under twelve chapter headings. Inevitably, as happens when incidents are being recalled many years after the events, dates are not given and so verification is hard to establish, although the author does present a certain amount of factual information in places, especially with regard to stations, signal boxes, viaducts and tunnels. There are many instances where the same facts are repeated throughout the text and similarly, some anomalous statements and errors are evident that should have been eliminated by a more thorough proof-reading. A short Appendix touches on songs associated with the Settle-Carlisle. Here, reference is made to the religious services held in the waiting rooms at Ribbleshead and Garsdale and more recently to the railway songs of Mike Donald and Dave Goulder.

**MITCHELL, W.R. and FOX, PETER. *Footplate Tales of the Settle-Carlisle Railway.***

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**Giggleswick, Castleberg Publications. 1989, reprinted 1990. ISBN 1 871064 07 4**  
48pp. 73 illustrations. £3.00  
**Revised edition 2004.**  
48pp. 70 illustrations. £5.99

A very readable compilation of numerous stories from the hardened race of railwaymen who worked the line in the days of steam.

**MITCHELL, W.R. and FOX, PETER. *Ghosts of the Settle-Carlisle Railway.***

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**Giggleswick, Castleberg Publications. 1990. ISBN 1 871064 11 2**  
48pp. 46 half-tones, 4 sketch maps, 1 line engraving and other sketches. £3.60

A light-hearted collection of tales which may or may not be taken at their face value! There are some interesting photographs, with captions, to beef out this slim volume.

**MITCHELL, W.R. and FOX, PETER. *The Story of Ribbleshead Viaduct.***

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**Giggleswick, Castleberg. 1990. ISBN 1 871064 08 2 £3.30.**  
**Revised Edition 2001. £5.50**  
48pp. Illustrated, with coloured cover.

A richly illustrated account of the building and operation of the viaduct up to the time when the extensive repairs were carried out in the early 1990s.

**MITCHELL, W.R. and FOX, PETER. *Garsdale and Aisgill on the Settle-Carlisle Railway.***

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**Giggleswick, Castleberg Publications. 1991. ISBN 1 871064 50 3**  
48pp. 70 illustrations, 3 maps. £3.60

An easy-going account of life at the two highest points on the Settle-Carlisle line, with a good selection of well-captioned photographs, both old and new.

**MITCHELL, W.R. and FOX, PETER. *Settle and the Railway.***

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**Giggleswick, Castleberg Publications. 1991. ISBN 1 871064 55 4**  
48pp. 80 illustrations, 3 maps. £3.60

A profusely illustrated publication that considers the impact that the railway has had on the market town of Settle and its environs. Reference is made to the coming of the railway, local characters, mills, quarries, goods traffic, accidents and to the centenary celebrations of 1976. There are several errors in the narrative and captions to some of the photographs, however, the latter which would also have benefited from the inclusion of dates.



**MITCHELL, W.R. and FOX, PETER. *Hellifield and the Railway.***

**\*\***

**Giggleswick, Castleberg Publications. 1991. ISBN 1 871064 00 7**

48pp. 47 illustrations, with several line engravings and drawings, 1 map, 4 track diagrams. £3.60

A brief but lively survey of the once busy railway junction from the successive arrivals of the 'Little' North Western, the Midland and finally the Lancashire and Yorkshire Railway in 1880, right up to the present day.

**MITCHELL, W. R. and FOX, PETER. *Locomotives Seen on the Settle-Carlisle.***

**\*\*\***

**Giggleswick, Castleberg Publications. 1992. ISBN 1 871064 60 0**

48pp. 52 illustrations, 13 line drawings. £3.60

A brief survey for the general reader of the types of locomotives used for hauling passenger and freight traffic over the line from the earliest days.

**MITCHELL, W.R. and JOY, DAVID. *Settle-Carlisle Railway.***

**\*\*\***

**Clapham, Dalesman.**

**1966 First Edition. Reprinted 1967.** 88pp. 49 illustrations, 2 line drawings and 4 annotated line maps. 7/6d.

**1969 Revised Edition.** 96pp. 56 illustrations, 2 line drawings, 5 maps, with Index. 10/6d.

**1973 ISBN 0 85206 211 7. A New Edition (3<sup>rd</sup>).** 96pp. 60 illustrations, 2 line drawings, 5 maps. 65p

**1976 ISBN 0 85206 316 4. Centenary (4<sup>th</sup>) Edition.** 96pp. 68 illustrations, 3 line drawings, 5 maps. 90p

**1979 ISBN 0 85206 499 3. A New (5<sup>th</sup>) Edition.** 96pp. 62 illustrations, 7 line drawings, 5 maps. £1.75

Detailed descriptions of all the important features of the line are given. The book arguably remains one of the best general accounts for the average reader and which seemingly retained its justifiable perennial popularity whilst still in print.

**MITCHELL, W.R. and JOY, DAVID. *Settle To Carlisle: A Railway Over the Pennines.***

**\*\*\***

**Clapham, Dalesman. 1982; reprinted 1984. ISBN 0 85206 677 5**

88pp. 57 illustrations, 14 line drawings, 1 map. Illustrated cover. £2.25

**2<sup>nd</sup> Edition reprinted 1987. ISBN 0 85206 893 X**

88pp. £3.50

**Reprinted 1989 and 1994. ISBN 0 85206 985 5**

88pp. 42 illustrations, 12 colour illustrations, 12 line drawings, 1 map. £4.50

A completely re-written version of the authors' *Settle-Carlisle Railway*, first published in 1966 (see above).

**MITCHELL, W.R. and MUSSETT, N.J. *Seven Years Hard.***

**\*\*\***

**Clapham, Dalesman. 1976. ISBN 0 85206 327 X**

64pp. 13 illustrations, 6 maps. 50p

A colourful account of the building of the line, uniquely told in detail year by year, from the beginnings in the 1860s to the completion of Contract No. 5 in 1878. A series of maps shows the five contracts and known sites of shanty town at Ribbleshead and on Blea Moor. Also included are brief biographical notes on some of the important personalities involved with the construction of the line.

**MORRIS, JUDY and GRIFFITHS, RACHEL. *Recipes Down the Line.***

**\*\*\***

**Settle-Carlisle Railway Development Company. 2013. No ISBN.**

44pp. Profusely illustrated in colour. £4.99

This novel volume gives forty appetising recipes (8 starters, 14 main courses, 8 puddings and 10 bakes) provided by catering businesses and others along the line, many of them suitable for vegetarians. Gluten-free options are also identified. Website details and a brief note about each contributor are included, but do not be misled by the crazy map shown on the centre spread which has the Rivers Ribble and Eden trace some surprising courses in relation to the railway! Unfortunately, this is the map currently used on all publications emanating from the Development Company.

**MORRISON, GAVIN.** *Diesels in the Regions – London Midland.*

\*

**Poole, Oxford Publishing Company. 1984. ISBN 0 8609 3250 8**  
96pp. Illustrated with map. £7.95

**MORRISON, GAVIN.** *The Long Drag – Settle to Carlisle Portfolio.*

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**Shepperton, Ian Allan. 1990. ISBN 0 7110 1893 6**  
64pp. 75 colour illustrations, 1 route map. Coloured hard covers.

A delightfully produced album of well-captioned photographs portraying the line in all seasons with a wide variety of rolling stock and services, dating back to the era of steam-hauled and mixed freight traffic.

**MULLAY, A.J.** *Non-Stop! London to Scotland Steam.*

\*

**Gloucester, Alan Sutton. 1989. ISBN 0 86299 600 7**  
120pp. £11.95

Brief reference is made to diversions of *The Flying Scotsman* over the Settle-Carlisle following severe flooding in the north-east of the country in 1968.

**MUSSETT, NIGEL.** *The Locomotive Giggleswick*

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**Giggleswick, Kirkdale Publications. 2003. ISBN 0 907089 04 6**  
viii + 56pp. 62 illustrations, including 10 in colour. £9.95

A colourful monograph featuring one of the much-loved 'Patriot' class of LMS locomotives. Built in 1932 by the LMS, the locomotive was named after Giggleswick School at Settle Station in November 1938 and ran over the Settle-Carlisle for many years when it was stabled at Leeds Holbeck shed. The Engine Record Cards from the National Railway Museum's archives are reproduced as part of the central 8-page colour section. The development of the 'Patriot' class is traced and the story of LMS 5538 throughout its working life told up to the time of it being cut up at Sheffield in 1962 and the auction of the left-hand nameplate in 2003. All known black and white photographs of the locomotive have been assembled in this neat volume and stories from individuals associated with it are also included. Each copy now comes with loose inserts giving fresh information which has come to light since the book was published and highlighting areas where further research is needed.

**MUSSETT, NIGEL.** *Settle-Carlisle Railway Resources Handbook Illustrated.*

\*\*\*

**Giggleswick, Kirkdale Publications. 2011, reprinted with amendments 2012. ISBN 978 0 907089 08 7**  
Over 300pp. and over 500 colour illustrations. 4 maps. £35.00

This publication aims to provide an authoritative yet entertaining survey and appraisal of the different types of material which might usefully be used by anyone seeking information on the line. The listing begins with a survey of the primary sources and published books available, and continues with a consideration of the eclectic range of other material such as articles, maps, post cards, posters, audio and video/DVD recordings, broadcast programmes, artistic creations, academic theses and heritage sites. Eleven appendices provide a readily accessible reference of detailed and accurate information on many aspects of the railway. Many of the alleged 'facts' published elsewhere are challenged and either refuted or authenticated in an attempt to put the record straight.

**NAYLOR, KEITH.** *The Settle & Carlisle Railway – An Illustrated Book List.*

\*\*\*

**Newton-le-Willows. 1989.**  
20pp. Duplicated single-sided typescript A4 document, with 15 photographs, 3 hand-drawn maps and the Midland Railway gradient profile.

A hand-produced document written by Keith Naylor with black and white photocopies of photographs, mostly by Denis Griffiths, of steam specials in the early 1980s. It incorporates a listing of many of the publications relating to the line, with a brief synopsis of each. There is also a list of the viaducts and tunnels and an outline chronology from 1844 to 1989. Titles available at the time of issue at St Helen's Central Library are indicated.

NICHOLSON, JOSIAH WALKER. *Crosby Garrett, Westmorland.*

\*

Kirkby Stephen, Braithwaite & Sons. 1914.

Chapter 10 of this history of the Manor of Crosby Garrett provides an overview of the introduction of the railway to the area, first by the London and North Western at Tebay in 1846, then by the North Eastern South Durham line at Smardale in 1861 and finally the Midland to Crosby Garrett itself in the 1870s. There are interesting anecdotes relating to the navvies and the influence which the railways had on the local population. Three skeletons were unearthed in 1873 during the digging of a cutting between the village and Smardale Gill!

NOCK, O.S. *British Railways in Transition.*

\*

London, Thomas Nelson. 1963.

194pp. Four colour plates, 48 black and white illustrations and 5 diagrams.

Predominantly a book about railway engineering and operations, this study follows the many facets of the post-war Modernisation Plan from the perspective of the author who was not only closely involved with the new signalling developments but was in a unique position to assess developments in other areas such as locomotive performance and the transition from steam to electric and diesel traction. Many references to the Settle-Carlisle line appear throughout the text.

NOCK, O.S. *The Midland Compounds.*

\*\*

Dawlish, David & Charles. 1964.

160pp. 159 illustrations, 18 line diagrams, 1 colour plate.

An extensively well documented and illustrated volume in the 'Locomotive Monograph' series. The subject is treated in great depth, as one would expect from this author, and of particular Settle-Carlisle interest are the accounts of the locomotive trials over the line by this famous class of locomotive in 1902, 1923-4 and 1924-5. The coloured frontispiece is of preserved MR No. 1000.

NOCK, O.S. *The Unfinished Story of Steam Locomotives and Steam Locomotive Men of the Railways of Great Britain.*

\*

London, George Allen and Unwin. 2<sup>nd</sup> Edition 1968. ISBN 0 4 385047 2

274pp. Illustrated, with 1 coloured plate. 45/-

The coloured frontispiece features a Midland express on the Settle-Carlisle line hauled by MR locomotives Nos. 444 and 458 in pre-1914 livery. This book has a broad general interest, including something on the LMS. A long passage on pp. 145-6 relates how bad coal contributed to the fatal Ais Gill disaster in 1913 and how some bad Midland practices were perpetuated in the LMS era following the railway grouping of 1923.

NOCK, O.S. *The Royal Scots and Patriots of the LMS.*

\*\*

Newton Abbot, David & Charles. 1978. ISBN 0 7153 7480 X

96pp. 51 illustrations, 11 line drawings. £4.95

This book, one of the publisher's 'Locomotive Monograph' series, tells the story of the development of this renowned family of LMS locomotives. The monograph includes accounts of runs over the Settle-Carlisle by converted Scots and the Patriots or 'Baby Scots'. There are photographs of *The Thames-Clyde Express* (hauled by 46117) and of Patriot Class LMS No. 5538 *Giggleswick* being named at Settle station in 1938.

NOCK, O.S. *The Last Years of British Railways Steam: Reflections, Ten Years After.*

\*\*

Newton Abbot, David & Charles. 1978. ISBN 0 7153 7583 0

144pp. 32 illustrations. £4.50

Some interesting perspectives are given in this book, including an account of what was supposed to have been the last steam over the Settle-Carlisle line on Sunday 11 August 1968 – the famous "Fifteen Guinea Special".

**NOCK, O.S. *150 Years of Main Line Railways.***

\*

**Newton Abbot, David and Charles. 1980. ISBN 0 7153 7881 3**  
192pp. 32 illustrations. £5.95

Two pages are given to the Settle-Carlisle railway, with passing reference to the proliferation of railway schemes in the Victorian period and the rivalry between the early railway companies. The story is taken to the advent of the High Speed 125 era of the 1970s.

**NOCK, O.S. *Railway Archaeology.***

\*

**Cambridge, Patrick Stephens. 1981 ISBN 0 85059 451 0**  
192pp. Numerous illustrations and plans. £8.95

In the section on the Settle-Carlisle, mention is made of the fact that between September 1913 and September 1931, no photographs of trains passing over the line between Hellifield and Carlisle appeared in the *Railway Magazine*, a situation partly resolved in future years by the increased use of private cars by railway photographers. This thesis, however, begs the question as to why photographers could not have travelled by local train and alighted at any one of the (numerous) stations then open all along the line to photograph express trains and architectural features close by. Ribbleshead and Arden Gill viaducts are featured in this stimulating book.

**NOCK, O.S. *A History of the LMS. Volume 1: The First Years 1923 – 1930.***

\*

**London, George Allen and Unwin. 1982. ISBN 0 04 385087 1**  
94pp. 60 illustrations.

A useful background to the use of Midland main line trains and the development of the new types of locomotives, several of which had to cope with the demands of high speed running over the Settle-Carlisle road.

**NOCK, O.S. *Line Clear Ahead: 75 years of Ups and Downs.***

\*\*

**Cambridge, Patrick Stephens. 1982. ISBN 0 85059 545 2**  
218pp. 111 illustrations, 7 maps. Four-page Bibliography of works by the author. £8.95

By his own admission, the author claims this is "far from being an autobiography". Rather, it is a collection of detailed and absorbing reminiscences by this world-famous author, from his first introduction to railways in 1907 to the early 1980s, by which time he had already published 110 titles. Vivid accounts are given of his early years, his famous model railway and professional involvement in the railway systems at home and abroad. Of Settle-Carlisle interest is the account of his school days at Giggleswick, his model of the LMS 'Patriot' Class No. 5538 *Giggleswick* and his participation in the centenary celebrations of 1976.

**NOCK, O.S. *From The Footplate.***

\*\*

**London, Granada Publishing. 1984. ISBN 0 246 12110 6**  
190pp. 8 black and white and also several colour photographs. £12.95

Reminiscences of the last years of steam. Eleven chapters depict lines around the UK, with chapter 11 itself being devoted to the Settle-Carlisle which the author claims is "the very epitome of a mountain railway".

**NOCK, O.S. *Great British Trains.***

\*\*

**London, Pelham Books. 1985. ISBN 0 7207 1580 6**  
212pp. Numerous illustrations. £12.95

An evocation of a memorable age in travel. There are chapters on *The Thames-Forth Express* and the locomotives that hauled it. Under British Railways, this express train was renamed *The Waverley* and ran until the Scottish section of the route beyond Carlisle closed in 1969. It was claimed that "it would hardly have been possible to pack a greater variety of scenery into a single day's journey in Great Britain" than that which the traveller would observe from the carriage windows of this St Pancras to Edinburgh express.

**NOCK, O.S. *Historic Railway Disasters.***

**\*\***

**Shepperton, Ian Allan. 4<sup>th</sup> edition revised by B.K. Cooper 1987. ISBN 0 7110 1752 2 (first published 1966).**  
272pp. 70 illustrations, including 29 figures; track plans and maps.

A comprehensive and authoritative account of the major historic disasters on Britain's railways and a consideration of the technical and operating principles involved. Of Settle-Carlisle interest are three accidents on the line (Hawes Junction 1910, Ais Gill 1913 and Settle 1960), together with an earlier disaster on the Wennington branch in 1880.

**NOCK, O.S. *One Facet of an Autobiography.***

**\***

**Durham, Pentland Press. 1992. ISBN 1 872795 73 0**  
xiv + 148pp. 23 illustrations. £12.50

In this slim volume, O.S. Nock brings together a catalogue and illuminating commentary on his books and other writings from his first efforts in the early 1930s. Passing references are made throughout to his involvement with the Settle-Carlisle route.

**NOCK, O.S. *The Settle and Carlisle Railway: A Personal Story of Britain's Most Spectacular Main Line.***

**\*\*\***

**Yeovil, Patrick Stephens. 1992. ISBN 1 85260 327 5**  
256pp. 225 illustrations, 3 maps, 4 charts, track plan, MR gradient profile. £20.00

This long-awaited book is one that very nearly did not get published. It is about as comprehensive an account as one is likely to find and it ranks alongside the works of F.S. Williams and Peter Baughan. The author draws upon his private and professional association with the line over a span of 76 years and the story unfolds chronologically from chapter to chapter. Despite it being subtitled "A personal story", the book is no less an authoritative and enjoyable source of reference. It is packed full of all the best photographs and locomotive performance tables; there is an extensive Bibliography and Index, too.

**NOCK, O.S. *Another Facet of an Autobiography: Painting in Water Colour.***

**\*\***

**Durham, Pentland Press. 1993. ISBN 1 85821 088 7**  
162pp. 24 colour plates. £18.50

For those who associate O.S. Nock either with his articles on locomotive practice and performance in *The Railway Magazine*, his vast range of published railway books or his life-time of professional signal engineering with the Westinghouse Brake and Signal Company, this volume will come as a delightful surprise. It shows something of Ossie Nock the artist as opposed to the writer, although make no mistake, the text is captivating and informative throughout. Included here are his portrayals of the pre-grouping MR expresses at Ais Gill and Dent Head (see Section F).

**NOCK, O.S. and CROSS, DEREK. *Main Lines Across The Border.***

**\*\***

**Shepperton, Ian Allan. 1982. ISBN 0 7110 1118 4**  
222pp. 75 illustrations, four line diagrams, Index. £7.95

A further three chapters have been added in this book to the original text of Nock and Treacy (1960), one for each of the three routes. Deltics and HSTs between Newcastle and Edinburgh are considered, together with the Electric Scots over Shap. The Settle-Carlisle chapter is sub-titled "Abiding Memories" and several affectionate references are made to the late Bishop Eric Treacy. An entirely new collection of photographs by the renowned Derek Cross illustrates this grand theme.

**NOCK, O.S. and TREACY, ERIC. *Main Lines Across The Border.***

**\*\***

**London, Nelson. 1960.**

xvi + 156pp. 62 illustrations, four line diagrams, Index.

A lively account of the three main lines penetrating Scottish territory from south of the border. Settle, Lancaster and Newcastle are the starting points. Logs of numerous runs and track layouts are included. O.S. Nock's dashing style is augmented by an outstanding collection of Bishop Treacy's photographs. The chapter on the Settle-Carlisle runs to eleven pages and a further chapter is given over to the use of the line as a famous test route for locomotives on several occasions in the past.

**PACKHAM, LES. *Settle to Carlisle: An Artist's Odyssey.***

**\*\*\***

**Northern Arts Publications. 2014.**

48pp. With colour illustrations.

A collection of first-rate water colour paintings of the railway by a gifted artist.

**PARK, CHRIS (Ed.). *Field Excursions in North West England.***

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**Lancaster, The University of Lancaster and Cicerone Press. 1990. ISBN 1 85284 063 3**

288pp. Illustrated, with maps.

A detailed and authoritative publication focusing on many excursions which might be made to key areas in the north west of the country. Pages 106 - 118 are devoted to a close examination of the Settle-Carlisle Railway, written by David Halsall.

**PAYNE, KEN. *One Man's Railways: A Lifetime of Modelling.***

**\***

**Seaton, Peco Publications. 1989. ISBN 0 90058620 6**

60pp. Illustrated in colour and black and white; coloured cover.

Ken Payne ranks alongside the great Midland Railway modellers of the 20<sup>th</sup> century such as David Jenkinson, George Hinchcliffe, Ossie Nock and Norman Wilkinson. The buildings of Settle and Lazonby provided the inspiration for the author's two station buildings at his fictitious Kendale Station while other Midland structures elsewhere acted as prototypes for other features on his running system. This little volume contains a detailed account of the author's modelling techniques and numerous illustrations of the live steam locomotives on this exciting 0-gauge layout, both inside and outside of his house.

**PEARSON, M. *Pearson's Railway Rides: Leeds-Settle & Carlisle.***

**\*\*\***

**Tatenhill Common, J.M. Pearson & Son. 1991. Text revised 1991. ISBN 0 907864 57 0**

64pp. 13 colour illustrations, with 3 extra on cover, 30 line drawings, 15 maps. £5.95

A clearly written and well illustrated account of the journey from Leeds to Carlisle, describing and explaining the features and places en route. Also included are four walks from the railway and, unusually, a six-page gazetteer providing details of the towns and villages listed, 'things to do', bus connections, etc. The colour photographs, line drawings and clear maps are of special interest.

**PEARSON, J.M. *Settle and Carlisle Sources.***

**\*\*\***

**Tatenhill Common, J.M. Pearson & Son. 1998.**

A compilation giving many of the titles of works dealing with different aspects of the Settle-Carlisle line.

**PEARSON, MICHAEL.** *Settle & Carlisle Souvenir.*

\*\*\*

**Tatenhill Common, J.M. Pearson & Son. 1998. ISBN 0 907864 76 7.**

48pp. 21 coloured maps, 22 coloured photographs with 2 on cover, gradient profile, gazetteer. £4.99

**Reprinted 1999.**

An enlarged and updated version of the author's excellent publication of 1991, produced in conjunction with the English Welsh and Scottish Railway, whose welcome presence provided an added dimension to the use of the line as a modern freight route, helping, one hopes, to ensure its survival well into the future. In full A4 landscape format, this publication builds on earlier successes; the author also includes photographs of the Hellifield-Blackburn and Settle Junction-Morecambe lines and an illuminating account of a cab ride on the EWS south-bound coal train destined for Drax power station.

**PEARSON, MICHAEL.** *Coming Up With The Goods: Journeys Through Britain by Freight Train.*

\*

**Tatenhill Common, J.M. Pearson & Son. Wayzgoose. 1999. ISBN 0 907864 81 3**

176pp. £15.00

A novel volume featuring freight services throughout the UK operated by the English Welsh and Scottish Railway (EWS). Fourteen pages are given to steam operation over the Settle-Carlisle.

**PEARSON, MICHAEL.** *Iron Roads North of Leeds.*

\*\*

**Tatenhill Common, J.M. Pearson & Son. Wayzgoose. 2004. ISBN 0 9545383 5 8**

56pp. 43 illustrations, 20 maps, gazetteer, 1 gradient profile. £5.99

A guide to scenic railways in Yorkshire, Lancashire and Cumbria. The lines featured are the Leeds-Harrogate-York; Leeds-Morecambe-Lancaster, and Leeds-Carlisle. The author draws on material from his previously published books of 1991 and 1998, and now includes new material featuring two arguably lesser known yet equally fascinating northern routes. The superb photography and clear maps show special features to be seen from the train. There is also the benefit of having to hand useful information that a visitor might need to appreciate places encountered along the routes.

**PERKINS, ROY G. and MacINTOSH, IAIN.** *The Waverley Route Through Time*

\*

**Stroud, Amberley Publishing. 2012. ISBN 978 1 4456 0960 7**

96pp. 169 illustrations in colour & black and white. 1 map. £14.99

Timed to coincide with the reopening of the Edinburgh to Galashiels portion of the 'Waverley' route in 2014 (the Borders Railway), this book takes a look at important locations and contrasts the scene at each from BR days to that of the present day. Use is made of pairs of contrasting photographs, two per page, accompanied by detailed captions. A nine-page Introduction traces the concept of the route which had its origins in the 1830s and the effect of railway politics on developments which had to be overcome or endured, culminating in the cutting of the first sod in 1859. However, the account of the early history suddenly turns after four pages to a description of the route. The introduction of regular services is glossed over entirely: the actual date of opening of the 98-mile route (1862) only being stated on the back cover. Seemingly constrained by a limited house-style with 96 pages, the only map of the route is restricted to a quarter of the last page, far too small to be read or assimilated easily, doing little justice to the otherwise excellent wealth of information given earlier.

**PERRIAM, DENIS and RAMSHAW, DAVID.** *Carlisle Citadel Station.*

\*

**Carlisle, P3 Publications. 1998. ISBN 0 9522098 7 X**

48pp. Illustrated, colour and monochrome; maps. £7.99

A celebration of 150 years of Carlisle Citadel station as an important railway centre. The book is profusely illustrated in both colour and black and white. Following an exhibition at the Tullie House Museum in the city, this publication focuses on the social history of the station and draws upon valuable archive material. It is lively, authoritative and informative: an excellent resource in its own right.

**PIKE, S.N. *Mile by Mile on the L.M.S.***

\*

**Shepperton-on-Thames, Stuart N. Pike (privately published). 1947.**

40pp. Illustrated with annotated line maps.

Republished in facsimile for Book Club Associates by Silver Link Publishing, Lancashire. 1988.

One of three companion volumes written and published by the author just prior to the nationalisation of Britain's railways.

This volume describes the L.M.S. routes from Euston to Liverpool and from St Pancras to Leeds, the latter being the route taken by the former Midland Railway main line expresses on their way to Scotland via the Settle-Carlisle. Of historical interest and providing a wealth of line-side detail.

A combined volume incorporating S.N. Pike's volumes of the L.M.S., L.N.E.R. and S.R., together with a G.W.R. volume written in the style of Pike by Reginald Piggott and Matt Thompson, has been published by Aurum Press, London, 2011. ISBN 978 1 84513 612 3. 72pp. £12.99

**RADFORD, J.B. and SMITH, S.W. (Eds). *The Midland Railway: A Pictorial History.***

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**Truro, Bradford Barton. c. 1977. ISBN 0 85153 337 X**

96pp. 110 illustrations. £4.25/£5.95

This pictorial history provides a comprehensive record of Midland Railway activity from the middle of the nineteenth century. Most of the excellent photographs are official MR prints; some are very telling studies of what might now be regarded as portraying the sociological impact of the railway era in its heyday. Of Settle-Carlisle interest is the coverage of locomotive and coaching stock; there are also views of the line and of the Hellifield snowploughs in 1904.

**RHODES, ELVI. *The Mountain.***

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**Adult fiction**

**London, Bantam Press. 1995. Hardback. ISBN 0593 039327**

318pp. Hardback, illustrated cover. £15.99

**Corgi Books edition (paper) 1996. ISBN 0 552 14400 2**

382pp. Paperback, illustrated colour cover. £5.99

The author of this romantic adult novel has captured something of the atmosphere which must have prevailed amongst the shanty towns in the Ribbleshead area during the height of the construction period. The story revolves around the central characters of Jake Tempest, who comes from Skipton to work on the tunnel, and Will and Beth Seymour, a navvy couple with whom he lodges in their hut on Blea Moor. Other fictitious characters are woven into the story, adding colour and interest, showing how extensively and carefully the background has been researched, albeit some confusion remaining over the identity and location of Ingleborough with respect to Ribbleshead viaduct and the Seymour's hut (see, for example, pages 278 and 333 of the paperback edition). It is a story of seduction, violence, disease, privation and romance, without being either sentimental or trivial. A good read.

**RICHARDSON, PAUL. *Evocative Steam: The Majesty of the Steam Train in Colour.***

\*\*

**London, Osprey. 1985. ISBN 0 85045 646 0/0 85045 654 1**

128pp. 122 colour illustrations, coloured covers. £2.99

An extraordinary compilation of steam locomotives working specials in all weathers, mostly from the north of England and on the 'Long Drag' or Keighley and Worth Valley line.

**ROBERTS, DAVID T. *Settle & Carlisle Railway Twilight Years.***

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**Skipton, Wyvern Publications. 1984. ISBN 0 907941 14 1**

64pp. 118 illustrations, 1 map. £4.75

This book is a photographic journey over the line from Hellifield to Carlisle, covering the period from 1978 to 1983. Scenes from the Warcop line are also included. Regular workings and steam specials are featured. There is a brief introduction and a table listing the stations along the line, with dates of closures where appropriate. Fortunately, the 'twilight' soon gave way to a glorious new dawn soon after the publication of this book.



**ROBERTS, D.T. *Trains Around Hellifield, Part 2: 1966-2006.***

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**Skipton, Trackside Publications. 2006. ISBN 1 900095 30 0**  
52pp. 93 illustrations, 11 in colour, 7 line drawings. £10.95

This delightful publication covers regular freight and passenger workings along with some West Coast diversions and special charter trains. Brief captions accompany the many illustrations and it is impressive to see what an array of diverse motive power still comes this way, albeit nothing like what was to be experienced in this important junction's heyday.

**ROBINSON, PETER W. *Railways of Cumbria.***

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**Clapham, Dalesman. 1980. ISBN 0 85206 602 3**  
96pp. 172 illustrations, with five on the cover (1 in colour); 10 maps. £3.50

A concise over-view of the wide variety of railways operating in this corner of England, much of it enjoying a thriving industrial past and well illustrated in an interesting collection of photographs. The Settle-Carlisle route is covered over six pages.

**ROBINSON, PETER W. *Rail Centres: No. 6 – Carlisle.***

\*

**Shepperton, Ian Allan. 1986. ISBN 0 7110 1429 9**  
144pp. Numerous illustrations and track diagrams. £9.95  
**New Edition: Nottingham, Booklaw Publications. 2004. ISBN 1 901945 16 2 £17.99**

Wide and in-depth authoritative coverage, including goods facilities, motive power depots and locomotive allocations. The impact of the opening of the Settle-Carlisle line in 1875-6 is considered. A valuable resource.

**ROBOTHAM, ROBERT. *On The Waverley Route: Edinburgh – Carlisle in Colour.***

\*\*

**Shepperton, Ian Allan. 1995. ISBN 0 7110 2414 6**  
78pp. All colour illustrations. £10.99

**ROBOTHAM, ROBERT. *The Waverley Route: the post-war years.***

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**Shepperton, Ian Allan. 1999. ISBN 0 7110 2674 2**  
112pp. Illustrated, with maps. £15.99

**ROLT, L.T.C. *Red For Danger.***

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**London, Pan Books. 1986. 4<sup>th</sup> Edition, revised G. Kitchenside. ISBN 0 330 29189 0**  
308pp. 14 illustrations, Index. £2.95

Originally published in 1955 by Bodley Head, this popular book has been continuously revised and republished. Lucid accounts of the major rail disasters in Britain are featured, including most of the tragic accidents on the Settle-Carlisle line.

**ROSE, PETER. *Leeds.***

\*

**Todmorden, Bellcode Books. 1992. ISBN 1 871233 02 X**  
Railway Memories Series No.3. 96pp. 192 illustrations, 1 map, 5 track diagrams. £8.95

Full of good pictures and facts about this major northern city which once boasted three main line stations. The 'Short Memory' panels, lists of loco allocations and track diagrams are a special feature of this informative book.

**ROUNTHWAITE, T.E. (Ed.).** *The Midland Railway London Extension 1868-1968: A Short Review Illustrated.* \*

**Flitwick, Midland Railway London Extension Centenary Celebration Association. 1968.**  
48pp. 40 illustrations and 2 line maps. 5/-

The Settle-Carlisle line is mentioned briefly in this short monograph produced in celebration of the centenary of the opening of the Midland's extension from Bedford into its London terminus at St Pancras.

**ROUTLEDGE, HOWARD.** *Steam City Carlisle.* \*

**Clophill, Irwell Press. 2007. ISBN 978 1 903266 82 3**  
iv + 108pp. 202 illustrations. Map on back cover. £18.95

This large format volume contains a splendid collection of fine photographs covering rail activity at this key border rail centre. Separate chapters cover specific aspects such as the motive power depots of Kingmoor, Upperby and Canal (but surprisingly not the Midland Railway's Durran Hill), the Settle-Carlisle line (4 pages with 8 illustrations, half of them featuring trains in the snow), accidents and much else besides.

**ROUTLEDGE, HOWARD.** *Settle-Carlisle Steam, from Lineside to Footplate.* \*\*\*

**Doncaster, Peter K. Jordan. 2010. ISBN 978 0 9541602 4 1**  
128pp. 217 illustrations, 167 in colour; gradient profile. £14.95

This refreshingly new book offers a unique insight into preserved steam working over the Settle-Carlisle route from the time when, in 1978, the ban on steam was lifted. The author has had first-hand knowledge of steam operations over the line and his wealth of experience, tempered with good humour, offers valuable insights while the extensive collection of photographs gives many behind the scenes shots of what it takes to keep steam running over what is rightly described as "the finest theatre in the country for steam locomotive performance".

**ROWLEY, ALLEN.** *Yorkshire Steam: Volumes 1 - 5.* \*

**Leeds, Yorkshire Post. 1975 - 1976.**  
72pp. and 71 illustrations per volume. 60p each.

A nostalgic look at railways in Yorkshire during the days of steam. Motive power over the Settle-Carlisle is featured along with other interesting lines (several now abandoned) and the series ends with the Deltic trials and advent of the High Speed Train (HST).

**SALVESON, PAUL.** *Northern Heritage: a look at where we've come from.* \*

**York, Northern Rail. 2006.**  
16pp. 22 illustrations, excluding covers. Route map on end cover. £2.50

Produced as part of Northern's contribution to the 2006 Community Rail Festival, this booklet traces the origins of railways in the north of England to the development of a national network and the creation of the erstwhile Strategic Rail Authority. Brief mention is made of the turn of the tide at the end of the BR era with the prospect of privatisation and the saving of the Settle-Carlisle line.

**SALVESON, PAUL.** *Northern Rail Heritage: an introduction to the social history of railways in the North of England.* \*

**York, Little Northern Books. 2009. ISBN 978 0 9559171 1 0**  
20pp. 40 illustrations. Route map on end cover. £6.00

Apart from the penultimate page, the text is that used in the author's publication of 2006 listed above, but there is, however, a different collection of illustrations.

**SARGENT, CAROLINE. *Britain's Railway Vegetation.***

\*

**Cambridge, Institute of Terrestrial Ecology. 1984. ISBN 0 904282 76 7**

34pp. Text including 12 tables and 6 figures; 5 coloured maps, 8 colour plates. £3.50

This is essentially a scientific report featuring the results of a nationwide survey, carried out between 1977 and 1981, on the vegetation of the verges bordering 14,000km of rural or semi-rural railway lines. No fewer than 721 sites were investigated in this interesting study, including locations around Skipton and Appleby as well as three on the Settle-Carlisle line and two between Settle Junction and Carnforth. A botanical account of major plant communities is given and there are useful chapters on both railway plants and conservation.

**SHANNON, PAUL. *Railway Freight Operations.***

\*

**Shepperton, Ian Allan. 1999. ISBN 0 7110 2660 2**

96pp. 103 illustrations, 2 maps. £8.99

A useful summary and snapshot of rail freight operations at the end of the millennium but readers will be aware that the industry faces constant change with fluctuations in supply and demand and so a book like this becomes out-of-date almost as soon as it is published. There are some interesting tables showing data for comparison.

**SHANNON, PAUL & HILLMER, JOHN. *Diesels in the North-West.***

\*

**Poole, Oxford Publishing Company. 1984. ISBN 0 86093 350 4**

112pp. 208 illustrations, 1 map.

An interesting assemblage of photographs, especially as most of them are from the era before the alterations to, or demolition of, redundant structures were carried out. Passenger and freight workings are featured.

**SHARPE, Brian. *Settle & Carlisle Revival.***

\*\*\*

**Horncastle, Mortons Media Group. 2012. ISBN 978 1 909128 02 6**

130pp. Profusely illustrated in colour. 2 maps. £6.99

A comprehensive coverage of the line that refused to die, considering each section in some detail going both north and south, as well as providing an overview and summary of passenger and freight operations and the many steam specials which frequently use this scenic route across the northern Pennines. Unfortunately, it perpetuates the inaccurate information of there being seven shafts related to the building of Blea Moor tunnel.

**SHEERAN, GEORGE. *Railway Buildings of West Yorkshire 1812 – 1920.***

\*

**Keele, Ryburn Publishing. 1994. ISBN 1 85331100 6**

128pp. Illustrated, with map.

**SIMMONS, JACK. *St Pancras Station.***

\*

**London, George Allen and Unwin. 1968. ISBN 0 4 385043 X**

120pp.

Some reference to the Settle-Carlisle line and the Scotch expresses of the 1870s is given, but there are no details. Appendix 1 does, however, give details of passenger traffic and working especially between 1872 and 1922; Appendix 2 refers to Gilbert Scott's original drawings which are held at the Royal Institute of British Architects.

**SIMMONS, JACK. *The Railway in England and Wales 1830 – 1914. Volume 1: The System & its Working.***

\*

**Leicester, The University Press. 1978. ISBN 0 7185 1146 8**

296pp. Text only. £12.00

Brief reference is made to the competition which arose when the Settle-Carlisle was built.

**SIMMONS, JACK. *The Railways of Britain- A Journey Through History.***

\*

**London, Book Club Associates, Guild Publishing. 3<sup>rd</sup> Edition 1986 (first published 1961).**  
256pp. Illustrated.

A sumptuous, comprehensive and exceptionally authoritative account of Britain's railways from their origins in the 1830s right up to the demise of the APT in December 1981. The very readable text is amply illustrated by a wealth of illustrations, many of which are in colour. Extensive notes and the 'Sources of knowledge' section at the back of the book provide the serious researcher with additional valuable information.

**SIMMONS, JACK. *The Railway in Town and Country 1830 - 1914.***

\*

**Newton and Abbot, David and Charles. 1986. ISBN 7153 8699 9**  
400pp. 15 maps, several tables. £15.00

A few pages are given to the Settle-Carlisle route, with passing reference to Dent and Kirkby Stephen and the impact that the coming of the railway had in the Eden valley on local auction markets. For example, markets were established at Appleby and Kirkby Stephen when the railway was opened while that at Kirkoswald was moved to nearby Lazonby.

**SIMMONS, JACK and BIDDLE, GORDON (Eds). *The Oxford Companion to British Railway History.***

\*

**Oxford, Oxford University Press. 1997. ISBN 0 19211697 5**  
592pp. £45.00

A valuable source of reference.

**SIMS, LEN and DARMON, CHRIS. *Through The Carriage Window.***

\*\*\*

**Clapham, Dalesman. 1986. ISBN 0 85206 863 8**  
32pp. £1.30  
**2<sup>nd</sup> Edition. 1989. ISBN 0 85206 972 3**  
32pp. £1.75

A useful travelling companion (despite some errors) which describes in the form of an annotated route map the features to be seen from the train as one travels from Leeds to Carlisle, Carlisle to Lancaster and from Carnforth back to Settle Junction. There are notes also on the history of the railways involved.

**SIVITER, ROGER. *The Settle to Carlisle: A Tribute.***

\*\*\*

**Tunbridge Wells, Baton Press. 1984. ISBN 0 85936 293 0 £8.95**  
**Reprinted London, Baton Transport. 1985. ISBN 0 85936 153 5 £8.95**  
**New Edition. London, Bloomsbury. 1988. ISBN 1 870630 26 2 £10.95**  
136pp. 182 illustrations, 13 colour plates, 3 route maps.

An engaging photographic tribute to the line and motive power which worked it from 1978 up to the time of publication.

**SIVITER, ROGER. *Waverley: Portrait of a Famous Route.***

\*\*

**Southampton, Kingfisher Railway Productions. 1988. ISBN 0 946184 36 4**  
128pp. 190 illustrations, 2 maps and gradient profile.

An extensive compilation of photographs, each one bearing a lengthy and informative caption, focusing on the 'Waverley' north of the border and across which Midland expresses from London ran through to Edinburgh soon after leaving the Settle-Carlisle line.

**SIVITER, ROGER.** *Settle and Carlisle Memories.*

\*\*\*

**Paddock Wood, Unicorn Books. 1990. ISBN 1 85241 012 4**  
126pp. 178 illustrations; route diagram and gradient profile. £9.00

Another superb compilation of photographs with informative captions of the line in the heyday of steam, with some images of steam specials and a whole section on the varied types of diesel traction used on both freight and passenger trains.

**SKELTON, PETER J.C.** *Main Line Steam into the 1980s.*

\*

**London, Jane's. 1984. ISBN 0 7106 0310 X**  
96pp. 98 colour illustrations. £5.95

A compilation of colour photographs of restored steam locomotives on BR lines, including many on the Settle-Carlisle route.

**SMITH, DAVID NORMAN.** *The Railway and its Passengers – A Social History.*

\*

**Newton Abbot, David & Charles. 1988. ISBN 0 7153 8651 4**  
192pp. Illustrated.

An interesting overview, with some reference to David Jenkinson's research on the impact of the railway on the rural communities along the Settle-Carlisle corridor.

**SMITH, F.W. and BINNS, DONALD.** *Railways in the Northern Dales: 1 – The Skipton and Ilkley Line.*

\*

**Skipton, Wyvern Publications. 1986. ISBN 0 907941 25 7**  
68pp. 147 illustrations and track plans; 9 maps and 1 line gradient.

An extensive coverage of the Skipton-Ilkley line, the Haw Bank tramway and the Yorkshire Dales Railway today. Many historic photographs and some useful maps are included.  
See also Binns (2000): *The Skipton – Ilkley Railway*.

**SMITH, IAN R. (Ed.)** *Scotland's Lost Railways: 1. The Borders.*

\*

**Edinburgh, Moorfoot Publishing. 1982. ISBN 0 906606 05 5**  
36pp. 60 illustrations.

Many shots of the 'Waverley' route prior to 1939 are included together with several from the last thirty years of operation. Locomotives in largely rural settings are shown to advantage, and an interesting feature is the inclusion of specimens of railway hand-stamps used on official documents.

**SMITH, IAN R.** *Riding the Train in Yorkshire.*

\*

**York, M.D. Publications. Undated (c.1988). ISBN 0 948401 04 4**  
28pp. 19 illustrations, 1 sketch map. £1.75

A brief but entertaining guide to ten routes in Yorkshire, including that between Leeds and Appleby.

**SMITH, PAUL.** *The Handbooks of British Railways Steam Motive Power Depots – Vol. 3: North Midlands, Lancashire and Yorkshire.*

\*

**Platform 5. 1990. ISBN 1 87252405 2**  
112pp.

**SMITH, W.A.C. and ANDERSON, PAUL.** *An Illustrated History of Carlisle's Railways.*

\*

**Clophill, Irwell Press. 1997. ISBN 1 871608 65 1 (on cover), 0 871608 73 2 (inside).**  
92pp. Numerous illustrations, track layouts and 2 maps. £12.75

Twelve chapters, with one on the Midland route, covering the many railway companies whose rails ran into this important rail centre of the north-west. Full of fine detail, much of it included in the several summary panels, and accompanied by a large range of excellent historical photographs.

**SPEAKMAN, COLIN and ABBOTT, STAN.** *Great Walks from the Settle & Carlisle.*

\*\*\*

**Ilkley, Leading Edge Press and Transport for Leisure. 1987. ISBN 0 948135 03 4**  
Plastic wallet with coloured cover, containing four 8-page illustrated booklets. £1.50 (Also available separately)

A most useful pocket-sized publication comprising four separate booklets describing four fine walks within reach of the Settle-Carlisle line: The Ribblesdale Trail (Horton to Ribbleshead), the Sedgwick Trail (from Dent to Ribbleshead), the Pendragon Trail (from Garsdale to Kirkby Stephen) and The Long Meg Trail (from Lazonby to Langwathby). Each description is supported by a sketch map (or two) and a photograph. Accurate at the time of publication.

**SPEAKMAN, COLIN and MORRISON, JOHN.** *Settle-Carlisle Country, including a new Long Distance Walk and Cycle Route from Leeds to Carlisle.*

\*\*

**Hawes, Leading Edge. 1990. ISBN 0 948135 16 6**  
160pp. 77 illustrations, 12 of them in colour; 30 sketch maps. £5.95

A handy pocket-sized publication detailing ten sections of what the authors call 'The Settle-Carlisle Way' and a further ten shorter walks and excursions along the line between Leeds, Clitheroe and Upper Wensleydale. The alternative routes for cyclists are clearly described.

**STEPHENSON, BRIAN. (Ed.)** *British Railways Then and Now. No. 6: The Midland.*

\*\*

**Shepperton, Ian Allan. Undated (c. early 1970s).**  
A *Trains Illustrated* edition. 52pp. 91 black and white illustrations, 1 colour centrepiece (painting by V. Welch) and coloured cover. 50p

Introduction by Cecil J. Allen entitled "The Midland Past and Present". A splendid comprehensive collection of photographs showing the Midland network throughout the country from the early days under the MR, then the LMS and finally BR to the end of steam and introduction of diesels.

**STEWART, HUGH.** *Settle to Carlisle: Hill Walk with Return by Classic Train Route.*

\*\*\*

**Burton-in-Kendal, 2QT Limited (Publishing). 2010. ISBN 978 1 908098 06 1**  
xi + 117pp. Illustrated with colour photographs, sketch maps and reproductions of the Ordnance Survey maps. £12.95

An attractive pocket-sized guide to a walk devised by the author between Settle and Carlisle via Dent, Tebay, the Lake District fells, Dalston and Carlisle. A challenging, though hardly a direct, route though one which is carefully described with informative details of the terrain, history, botany and geology of the places encountered.

**STEWART, HUGH.** *Hill Walks from the Settle to Carlisle Railway Stations.*

\*\*\*

**Lancaster, 2QT Ltd. (Publishing). 2013. ISBN 1 908098 89 4. [www.2qt.co.uk](http://www.2qt.co.uk)**  
216pp. Numerous illustrations. £12.95

Twenty four walks are described from seven of the stations currently open along the line between Settle and Appleby, ranging from 4.7 to 17.4 miles in length, and mostly long. A well-produced and compact book, highly informative. Coloured photographs and facsimiles of the 1:50 000 O.S. maps help to show the way, but recourse to the 1:25 000 maps would have been of more use because of the greater details shown. However, there are also useful details of interesting features to be encountered, including the flora and geology.

**STONE, P.** *Northern England.*

\*

**Nottingham, British Geological Survey. 5<sup>th</sup> Edition. 2010. ISBN 978 085272 652 5**  
294pp. Many illustrations and folded insert map. £18.00

The definitive guide to the geology of northern Britain. This volume covers the stretch of the Settle-Carlisle line north of Armathwaite. The doleritic dyke at Armathwaite is featured.

**SULLIVAN, DICK.** *Navvyman.*

\*\*

**Coracle Books. 1983. ISBN 0 906280 05 2 (hardback); 0 906280 10 9 (paperback).**  
262pp. 42 illustrations.

Copy available for inspection on the internet: [www.victorianweb.org/history/work/sullivan13](http://www.victorianweb.org/history/work/sullivan13)

The author's father became a navvy in 1903 and so much of the detail recorded here is authentically recorded from the words of one who was close to the Victorian railway workers. Extensive use is made of many other sources in this splendid comprehensive account, some of it familiar to devotees of the Settle-Carlisle story.

**SUMMERSON, STEPHEN.** *Midland Railway Locomotives.*

\*

**Clophill, Irwell Press.**

*Vol. 1: General Survey. 2000. ISBN 1 903266 02 5. 154pp. £17.95*

*Vol. 2: Kirtley Classes. In preparation.*

*Vol. 3: The Johnson Classes Part 1. 2002. ISBN 1 903266 26 2. 196pp. £19.95*

*Vol. 4: The Johnson Classes Part II, Goods and later passenger tender engines, Deeley and Fowler Classes, LTSR Classes. 2005. ISBN 1 903266 55 6. 228pp.*

A series of copiously illustrated monographs providing details of the locomotives built by the Midland Railway.

**SUTTON, G.** *Fleming of Honister.*

\*\*\*

**Fiction**

**London, Hodder and Stoughton. 1953.**  
288pp.

One of four novels about a fictitious family in the nineteenth century. This delightful story centres on the fortunes of John Fleming, a quarryman who leaves Borrowdale for work on the construction of the Settle-Carlisle railway in the Eden valley.

**SWALLOW, BOB.** *Against The Grade: Working on the Settle-Carlisle Railway.*

\*\*\*

**Ilkley, Great Northern Books. 2011. ISBN 978 1 905080 89 2**  
160pp. 125 illustrations, including 55 in colour. £18.00

A highly readable and well illustrated collection of tales about men and women who have worked on the line spanning many decades, right up to the present day. The author, an entertaining public speaker and promoter of the line, here presents the record in his own inimitable and colloquial style, enlivened by verbatim accounts from the many characters themselves. Sadly, there is no Index and the statement on page 110 that seven shafts were used in the construction of Blea Moor tunnel perpetuates a commonly held misunderstanding.

**SWALLOW, R.W. and MITCHELL, W.R.** *Walks from the Settle-Carlisle Railway.*

\*\*\*

**Clapham, Dalesman. 1987. ISBN 0 85206 901 4**  
56pp. 21 line illustrations. £2.25

A handy walker's companion describing in detail fourteen walks within striking distance of the Settle-Carlisle railway. An O.S. 1:25 000 scale map of the area is also required. Commended by Alfred Wainwright in the Foreword, his one reservation is that this book "may prove too popular, leading to chattering crowds leaving the station all intent on the same walk. I hope this does not happen. The walks described enter peaceful and unspoilt terrain, best appreciated by a walker travelling alone or with a single companion, not for processions." How very A.W.!

**THOMSON, J. RADFORD.** *Guide to the District of Craven and the Settle and Carlisle Railway.*

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London, Simkin, Marshall, and Frederick Warne; Settle, Henry Gore. 1878. Second Edition 1879.  
London, The British Library. A facsimile reprint of the Second Edition from its Historical Collection.

iv +134pp. Illustrated. 1 map.

An exhaustive *vade mecum* rather than a topographical treatise, this classic volume in its Second Edition introduces the traveller to the Craven area. The author focuses much of his attention on the recently-built Midland enterprise and draws heavily on the work of F. S. Williams.

**THOMPSON, ALAN R. and GROUNDWATER, KEN.** *British Railways Past and Present  
No. 11: North Yorkshire (Part 1).*

\*\*

Kettering, Silver Link Publishing. 1991. ISBN 0 947971 71 8

128pp. Numerous illustrations, 1 map. £9.99

Kettering, Past and Present Publishing Ltd. 2<sup>nd</sup> Edition 1994. Reprinted 2000 & 2002. ISBN 1 85895 041 4

128pp. 208 illustrations, 2 colour illustrations on cover, 1 route diagram. £15.99

A splendid publication surveying BR lines between York, Northallerton, Skipton and Garsdale. Many historic photographs and lengthy captions provide an informative picture of railway operations in the area, comparing scenes from the past with the situation today. The collection of photographs is the same in both editions.

**TIPLADY, JAMES.** *Grace Triumphant.*

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Pamphlet privately published by the author. 1870.

28pp.

A treatise on the occasion of the death of Mrs Ann Powell and a sermon preached at her funeral on 28 August 1870 following an accident on the Blea Moor tramway during the early stages of the construction of the Settle-Carlisle line. Mr Tiplady was the missionary employed by the Midland Railway for a short time to serve the navvies along the busy sections of Contract 1.

**TOOTHILL, DAVID.** *The Settle Carlisle Railway: A Guide to your Journey.*

\*\*\*

Settle, Settle Carlisle Railway Development Company. 1998.

iv + 16pp. 26 black and white/colour illustrations, 6 maps (one of the entire route between Leeds and Carlisle) and gradient profile. £2.00

Reprinted 2006.

ii + 18pp. Illustrations, maps and gradient profile as above, but with 5 additional line drawings. £3.00

Reprinted edition 2008.

New edition 2009 with Marion Armstrong – see below.

A comprehensive guide for the first-time traveller. The last page clearly summarises the roles of the three bodies which comprise the Settle-Carlisle Partnership, viz. The Settle-Carlisle Railway Development Company, The Friends of the Settle-Carlisle Line and The Settle-Carlisle Railway Trust.

**TOOTHILL, DAVID and ARMSTRONG, MARION.**

*The Settle-Carlisle Railway Celebrating 125 Years.*

\*\*\*

Settle, Settle-Carlisle Railway Development Company. 2001.

ii + 18pp. 27 colour illustrations, including 6 line drawings, 5 maps. £3.25

An expanded and updated version of David Toothill's earlier publication issued in celebration of the line's 125<sup>th</sup> anniversary and outlining recent developments.



**TOOTHILL, DAVID and ARMSTRONG, MARION.** *The Settle Carlisle Railway:  
A Guide to your Journey. Leeds-Settle-Carlisle.*

\*\*\*

**Settle, Settle-Carlisle Railway Development Company. 2009.**

ii + 18pp. 23 colour and 8 black and white illustrations, 5 maps and 1 gradient profile, tables of viaducts and tunnels. £3.00

A new edition of David Toothill's 2008 publication (see above).

**TOWLER, JAMES.** *The Battle for the Settle & Carlisle.*

\*\*\*

**Sheffield, Platform 5. 1990. ISBN 1 872524 07 9**

320pp. 27 illustrations. £6.95

A perceptive and detailed account of an insider's view of the largest campaign ever mounted to save a British railway from closure. A story of political intrigue and deception which needs constantly retelling. Two appendices give details of the Transport Act 1962 (Section 56) and a summary of the conclusions of the North East and North Western Transport Users' Consultative Committees into BR's closure proposal of 1984.

**TREACY, ERIC.** *Roaming the Northern Fells.*

\*\*

**First published Ian Allan, 1976.**

**Leicester, Bookmart. 1994. ISBN 1 85648 177 8**

208pp. Numerous illustrations.

A modern reprint of one of Eric Treacy's classic texts. One chapter is devoted to the Settle-Carlisle, comprising ten pages and 13 illustrations.

**TRUMAN, PETER & HUNT, DAVID.** *Midland Railway Portrait.*

\*

**Sheffield, Platform 5 Publishing/Stockport, Foxline Publishing. 1989. ISBN 0 906579 72 4**

144 pp. 147 illustrations, 3 line drawings, 1 map, facsimiles of 21 tickets.

This profusely illustrated and well presented book offers a lively picture of the Midland Railway at work on a large scale. There is an informative text to accompany each chapter and few other volumes so readily provide a taste of what it must have been like to experience the Midland at first hand prior to 1923.

**TUPLIN, W.A.** *Midland Steam.*

\*\*

**Newton Abbot, David & Charles. 1973. ISBN 0 7153 6193 7**

260pp. 46 illustrations, 18 line illustrations, 1 map, 16 tables.

An instructive in-depth examination of steam motive power under the Midland Railway, with detailed references to the Company's policy and the problems associated with the various routes operated throughout the country. The Settle-Carlisle route ("The geographically outstanding part of the Midland Railway ...") features prominently throughout.

**TYLER, GERALD.** *A School Bell Rings in the Dale.*

\*

**Lancaster, Chapel le Dale, Friends of St Leonard's Church. 2000.**

iv + 80pp. 15 illustrations and illustrated cover.

This is a thoroughly well-researched account of the history of the little church school at Chapel le Dale 1862 – 1973. Based on original records which came to light in 1998, and enriched by further research and personal recollections, this very readable account details a story not so very different, one imagines, from many other schools in the isolated communities of the Yorkshire Dales. The story of this community has the added interest of being associated with the coming of the Midland Railway only two miles away at Ribbleshead in the 1870s.

**TYLER, GERALD. *The Railway Years in Chapel le Dale 1870 – 1877.***

\*\*\*

**Lancaster, Chapel le Dale, Friends of St Leonard's Church. 2001.**  
ii + 18pp. Coloured cover and 4 black and white photographs. £2.00

This publication gives a brief account of the impact which the railway at Ribbleshead had on the little hamlet of Chapel le Dale, near Ingleton. The story ends with the year 2000 when a memorial plaque to all men, women and children associated with the railway who are buried in the churchyard was unveiled and dedicated. It also contains (not always very accurate) transcripts of entries in the church Burial Register between 14 May 1870 and 30 December 1877.

**TYLER, GERALD. *Scripture and Schools for the Navvies of Ribbleshead.***

\*\*\*

**Privately published. 2001.**  
ii + 18pp. 3 illustrations, sepia cover. £2.00

A neat little publication recounting what we know of the facilities for children's education and public worship in the vicinity of Ribbleshead which came into being with the coming of the railway and their inevitably close relationship with the church at Chapel le Dale. The story is taken up to the post-World War II period when the occasional services at Ribbleshead station were discontinued.

**TYLER, GERALD. *The Chapel of the Fells.***

\*

**Lancaster, Chapel le Dale, Friends of St Leonard's Church. 2003.**  
152pp. 70 illustrations in black and white and colour.

A detailed illustrated history of the little church at the foot of Ingleborough which has played a key role in the religious life of the dale, not least to the railway community throughout the turbulent years during the construction of the major works in the area of Ribbleshead and Blea Moor from 1869 to 1876. Chapter 7 is entitled 'The Navvy Years'.

**TYLER, IAN. *Gypsum in Cumbria: a History of the Gypsum and Anhydrite Mining in Cumbria.***

\*\*

**Keswick, Blue Rock Publications. 2000. ISBN 0 9523028 4 5. Paperback.**  
286pp. 150 illustrations.

An exhaustive and immensely informative account of this important industry by a leading expert on Cumbrian mining. A valuable resource for those wishing to delve deeply into the various mines associated with the Settle and Carlisle line in the Eden valley. The text is enhanced by the numerous illustrations, many of which feature the associated railway networks.

**VAUGHAN, ADRIAN. *Railwaymen, Politics and Money.***

\*\*

**London, John Murray. 1997. ISBN 0 7195 5150 1 (hardback); 0 7195 5746 1 (paperback).**  
408pp. 30 illustrations, 10 route maps. Hardback £25.00; paper £12.99.

A masterpiece of research and analysis covering the great age of railways in Britain. There is an extended section on the Settle-Carlisle. The post-World War II abandonment of the railways following nationalisation and the lack of proper investment is considered in detail, culminating in the 1993 Railways Act. Of particular relevance is what the author says of the Midland Railway's ambitions in chapter 18 'The Cost of Intricacy'. Extensive notes and appendices are given.

**WAITE, GLYNN. *The Midland Railway on old picture postcards.***

\*

**Nottingham, Reflections of a Bygone Age. 2003. ISBN 1 900138 77 2**  
36pp. 65 illustrations. £3.50

A small collection featuring familiar scenes along routes of former Midland Railway lines. Each photograph is informatively captioned. Of Settle-Carlisle interest are the views of Durran Hill shed, Crosby Garrett railway cottages, Hellifield, Skipton, Bradford, Kirkstall, Clapham, Morecambe and snow ploughs fitted to locomotive No. 1228.

**WALKER, COLIN.** *Over the Pennine Fells: The Settle and Carlisle Line.*

\*\*\*

**Oxford, Oxford Illustrators. 1972. ISBN 0 902280 06 6**  
64pp. 59 illustrations. £1.25

This is Volume No. 4 in the publisher's 'Steam Railway Series'. It is in landscape format and contains some very subtle and atmospheric photographs of the line in all weathers. A refreshing treatment of a familiar theme.

**WALLER, PETER.** *Celebration of Steam: West Riding.*

\*

**Shepperton, Ian Allan. 1994. ISBN 0 7110 2252 6**  
126pp. Illustrations, with maps. £10.99. NRM Ref. COA/907; BL

**WALTON, PETER.** *Diesels Over the Settle to Carlisle Route.*

\*\*\*

**Oxford, Oxford Publishing Company. 1982. ISBN 0 86093 119 6**  
120pp. 218 illustrations, 17 line drawings. £6.95

An exhaustive collection of photographs taken since 1963 featuring every section of the line as well as the personalities who help or have helped to operate it. There are several clever shots using telephoto lenses in addition to illustrations of activities at night and in the depth of winter. Pages are unnumbered but there is an introduction and a four-page chapter on the topography of the line and a note on installations at the time of publication. Track diagrams of stations and sidings are also given and there are five appendices.

**WELCH, MICHAEL S.** *Steam Over the Roof of England.*

\*\*\*

**Cheltenham, Runpast Publishing. 1990. ISBN 1 870754 15 8**  
Illustrated, with map. £15.95

**WELCH, MICHAEL S.** *Settle & Carlisle Steam Finale.*

\*\*\*

**Cheltenham, Runpast Publishing. 1999. ISBN 1 870754 48 4**  
**Reprinted 2000. ISBN 1 870754 49 2**  
80pp. 83 illustrations, all in colour.

An excellent compilation of fine photographs, all reliably captioned and showing a wide variety of rolling stock hauled by steam in the 1960s, following the line at locations in all seasons from south to north. There is a rare colour photograph of the stockaded turntable at Garsdale in 1953, and, from 1967, shots of the Garsdale water troughs and Mallerstang signal box.

**WELCH, MICHAEL S.** *Diesels Over the Roof of England.*

\*\*\*

**Settle, Kingfisher Publications. 2003. ISBN 0 946184 81 X**  
80pp. 89 illustrations in colour. £14.95

A magnificent compilation of full colour illustrations featuring passenger and freight traffic over the line in all weathers. There are several pictures, too, of snow ploughs at work and each illustration is accompanied by informative notes.

**WELCH, MICHAEL S.** *Steam Across the Northern Fells.*

\*\*

**Settle, Kingfisher Publications. 2003. ISBN 0 946184 83 6**  
80pp. 90 illustrations. £14.95

A superb photographic collection featuring steam working on the West Coast Main Line, the Settle-Carlisle, the Stainmore route, lines in Cumbria and several branch lines.

**WENSLEYDALE WRITERS' GROUP. *Trains of Thought***

\*

**Country Press. ISBN 0 94882205 8**  
54pp. Black and white illustrations. £5.00

A collection of anecdotes, humour and verse inspired by a journey along the Wensleydale Railway.

**WESTERN, R.G. *The Lowgill Branch.***

\*\*

**Lingfield, The Oakwood Press. 1971.**  
Locomotion Paper No. 51.  
56pp. 15 illustrations, 5 line maps. 90p

An illustrated history giving important details of the route taken by Midland Railway passengers over LNWR rails beyond Ingleton to reach Scotland before the construction of the Settle-Carlisle. Even after nationalisation, the route was for a time being considered as a possible through route between the West Riding and Scotland in preference to the Settle and Carlisle!

**WESTERN, ROBERT. *The Ingleton Branch: A Lost Route to Scotland.***

\*\*

**Oxford, The Oakwood Press. 1990. ISBN 0 85361 394 X**  
Locomotion Papers No. LP175.  
80pp. 79 illustrations (including timetable facsimiles and 14 maps); 3 appendices. £4.80

A second revised edition of the 1971 publication (see above) with the addition of some very useful track diagrams which help the modern day enthusiast explore the former railway sites.

**WHALLEY, SIMON. *Spirit of The Line***

\*\*\*

**Skirwit Publishing. 2014. ISBN 978 0 9574911 1 3**  
68pp. 110 coloured illustrations. 1 map. £15.00

An impressive study of the line by way of an album of superb images in all weathers and from some very unusual angles. The spirit of the line is truly captured with equal emphasis being given to the railway, the landscape and the people who work or travel on it. The collection is accompanied by an informative 20-page booklet comprising Artist's Notes.

**WHITAKER, ALAN and MYLAND, BRIAN. *Bradford.***

\*

**Todmorden, Bellcode Books. 1993. ISBN 1 871233 03 8**  
**Railway Memories Series No. 4.**  
96pp. 205 illustrations, 7 track plans, 1 map. £9.99

An impressive collection of exciting images taken within living memory and containing a wealth of detailed information within the captions, tables and track plans. It would be difficult to find a comparable source of information in a publication of this size.

**WHITEBOARD MATHS.**

[www.whiteboardmaths.com](http://www.whiteboardmaths.com)

A website resource for GCSE Mathematics which uses data material from the Settle-Carlisle railway. Available for purchase and use in schools.

**WHITEHOUSE, PATRICK and POWELL, JOHN. *Treacy's Routes North.***

**\*\***

**Newton Abbot, David and Charles. 1985; 2<sup>nd</sup> impression 1989. ISBN 0 7153 8739 1**  
192pp. 245 illustrations, 4 tables showing locomotive allocations for early 1954. £14.95

Profusely illustrated with factual and informative text. In addition to the obvious west and east coast main lines, one chapter covers the Midland route north to Scotland and features steam and diesel traction hauling many of the famous expresses. Locations on the 'Waverley' route north of the Border, north-west to the Hebrides and Garsdale with its stockaded turntable also feature. However, the statement on p. 131 that "the story that an engine was whirled round and round by a high wind is probably pure myth" is refuted by the existence of the railway telegram sent from Garsdale on 21 December 1900 reporting the incident (reproduced in Mitchell & Fox (2004). The large format of this publication does full justice to the photographic studies.

**WHITELEY, J.S. and MORRISON, G.W. *British Railways Past and Present: No. 2: South and West Yorkshire.***

**\***

**Carnforth, Silver Link Publishing. 1986. ISBN 0 947971 08 4**  
84pp. Numerous illustrations.

An interesting compilation which includes a few photographs from the Bradford, Leeds and Shipley area.

**WIGGIN, H. *Trouble on the Wind.***

**\*\*\***

**Adult fiction**

**London, Hodder and Stoughton. 1997.**  
Hardback edition: 294pp. £16.99 **ISBN 0 340 69568 4**  
Paperback edition: 358pp. £5.99 **ISBN 0 340 69569 2**

**Long Preston, Magna Large Print Books. 1999. ISBN 0 7505 1316 0**  
Large print hardback edition. 448pp.

Inspired by the wild terrain through which the Settle-Carlisle railway was to be built and equally wild and colourful characters of the navvies, this perceptive adult novel follows the tense relations which might have developed between the dalesfolk and railway workers during 1871. Helene Wiggin draws upon contemporary accounts recorded at the height of the construction period and she includes dramatic references to social customs of the times and the influences of religion.

**WILCOCK, D. *Tribute to the Settle and Carlisle.***

**\*\*\***

**Jane's. 1984.**  
144pp. 240 illustrations. £8.95

This book highlights the special character of the line and places the political background to the proposed closure of the 1980s in sharp perspective.

**WILCOCK, DAVID *et al. The Train Now Departing.***

**\*\***

**London, BBC/Guild Publishing. 1988. ISBN 0 56320 6969.**  
168pp. £12.95.

An entertaining volume with classic photographs by Ivo Peters.

**WILLIAMS, DAVID J. *The Settle & Carlisle Line.***

\*\*\*

**Kettering, Past & Present Publishing. 2010. ISBN 978 1 85895 263 5**  
128pp. 245 illustrations, 1 map, coloured cover. £17.99

A compact little volume focusing on each location in turn from Hellifield to Carlisle, with a look also at Hawes. Stations, viaducts, signal boxes and level crossings (but surprisingly not tunnels) are featured, comparing scenes today with those from the past. Each photograph has an informative caption, but the details given are not always correct (for example, the origin of Settle station footbridge (p.27), the point at which the former North Eastern line crossed under the Midland line at Smardale viaduct (p.94) and, on the same page, the location of Crosby Garrett viaduct in relation to the station). However, there is a good Introduction and brief reference is also made throughout the text to selected accidents on the line at Settle, Hawes Junction, Ais Gill, Griseburn and Little Salkeld.

**WILLIAMS, F.S. *Our Iron Roads.***

\*\*

**London, Bemrose & Sons. 1852.**  
**3<sup>rd</sup> Edition 1883.**  
520pp. 142 line engravings, Index.

This massive volume gives an account of the history, construction and administration of railways in the Victorian era. The Settle-Carlisle features prominently in the text and engravings of the latter appear in later editions. This prized book ran to seven editions in all, the last appearing in 1888.

**Old Woking, Gresham Books. Reproduced in facsimile in two volumes 1981, with a new Introduction by Chris J. Ellis.**  
**Volume 1: ISBN 0 905418 88 3**  
**Volume 2: ISBN 0 905418 88 5** 514pp. £7.50

**WILLIAMS, F.S. *The Midland Railway: Its Rise and Progress.***

\*\*

**London, Bemrose & Sons. 1876.**  
**4<sup>th</sup> Edition 1878.** 688pp. 129 line engravings, 7 maps, Index.  
*For a reprint of the 5<sup>th</sup> and final Edition, see Clinker (1968).*

This book ran to five editions, the last one appearing with Williams' companion volume in 1888. It deals at length with the rise and progress of the Midland Railway Company. A lengthy chapter details the origins and construction of the Settle-Carlisle line which Williams had evidently visited during the early 1870s, probably in the company of a photographer (the engravings of the viaducts under construction bear a remarkable similarity to the photographs discovered in 1975 – see Joy and Mitchell 1975). Williams seems to have been responsible for immortalising so many of the so-called facts and stories what have become incorporated into the legends and mythology of the line.

**WILLIAMS, GLYN. *120 to Carlisle.***

\*

**Nottingham, Plessey Sports and Social Club, Railway Section, Beeston, Nottingham NG9 1LA. c.1986.**  
8pp. 1 illustration and 1 map.

**WILLIAMS, MICHAEL. *On The Slow Train.***

\*\*

**London, Preface Publishing. 2010. ISBN 978 1 8480 9207 5**  
202pp. 13 illustrations. £14.99

An engaging and perceptively written account of twelve railway journeys, one of which is over the Settle-Carlisle line.

**WILLIAMS, ROY. *The Midland Railway – A New History.***

**\*\***

**Newton Abbot, David & Charles. 1988. ISBN 0 7153 8750 2**  
192pp. 35 illustrations, 11 line drawings. £13.95

One chapter on the Settle-Carlisle line is included in this fresh but necessarily brief history of the Midland Railway.

**WILSON, ANDREW. *Hellifield & its Railways.***

**\*\***

**Stroud, Tempus Publishing Ltd. 2001. ISBN 0 7524 2357 6**  
128pp. 230 illustrations. £10.99

A well-researched collection of photographs with informative captions of a once important railway town on the edge of the Yorkshire Dales. Both the Lancashire and Yorkshire and the Midland Railway days are recalled, followed by those of the LMS and the subsequent changes under British Railways. One interesting section features the use of the old MR shed in the 1960s for the storage of locomotives scheduled for preservation as part of the National Collection. Reference to diesel operation and steam specials brings the story up to date.

**WOLMAR, CHRISTIAN. *Fire & Steam.***

**\***

**London, Atlantic Books. 2007 - ISBN 978 1 84354 629 0; Paperback edition 2008 - ISBN 978 1 84354 630 6**  
364pp. 43 illustrations (20 in colour), 4 maps.

A comprehensive and thought-provoking study of the impact which railways have had on Britain from the appearance of the first passenger trains right up to Eurostar. The Settle-Carlisle line makes its own contribution to the story, despite being somewhat embellished here with unchecked facts, but one fascinating illustration (from the NRM collection) shows a 17-strong party setting off aboard one of the new Pullman cars from St Pancras in 1876 on a 26-day excursion of England and Scotland, an itinerary which apparently took in the newly – opened Settle-Carlisle line. The book forms the basis for a DVD of the same title, see Section H.

**WOOD, JAMES R. *Two Way Guide to the Settle Line.***

**\*\*\***

**Carlisle, White Frog Productions. 1989. ISBN 0 9514526 0 6**  
64pp. 13 illustrations, route map of the line. Tête-bêche format. £1.95  
**2<sup>nd</sup> Edition. Hawes, Leading Edge Press. 1993. ISBN 0 948135 37 9.** 72pp. 2 illustrations, 2 sketch maps of the line and diagrammatic plans. £3.99

An intriguing and handy A5-sized booklet giving a two-way guide to the route between Leeds and Carlisle/Carlisle and Leeds. As well as providing informative captions to illustrations of the places passed en route, the schematised line diagram is punctuated by distances (in miles from St Pancras) and altitudes (feet above sea level) of towns and villages along the way. Details of viaducts and tunnels are also included but for some reason the important Intake embankment, which caused so much trouble during construction, is overlooked.

**WOOD, JAMES. *The Settle Line: Two-way Guide.***

**\*\*\***

**Ilkley, Great Northern Books. 2001. ISBN 0 9535035 7 7**  
72pp. One illustration. Coloured covers. £4.99

A fresh slim-line edition of this most useful, informative and compact little book.

**WYNN, J. MICHAEL. *Steaming Along.***

**\***

**York, Quacks Books. 2013. ISBN 978 1 904446 54 5**  
x + 226pp. 320 illustrations in colour and black and white. 23 line drawings and maps. £25.00

**YOUNG, TIM (Ed.).** *Lancashire and Cumbria by Rail. A Guide to the routes, scenery and towns.* \*

**Railway Development Society. 1987. ISBN 0 7117 0297 7**  
80pp. 19 illustrations, 23 route diagrams and 3 maps. £2.75

A brief but comprehensive introduction to twenty rail routes in the region between Carlisle and Crewe. The chapter on the Settle-Carlisle is written by Stan Abbott.

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- Wilkinson, Bill. 2005.** **On the Right Track.**  
*Lake District Life*, November/December 2005, pp.56-61.
- Wilson, A.R. 1993.** **Skipton – a Dales Engine Shed.**  
*Steam Days*. May 1993, pp. 269-277.
- Wilson, A. 1994.** **The Grassington-Threshfield Branch of the Yorkshire Dales Railway.**  
*Steam Days*. January 1994, pp. 52-61.
- Wood, G.A.M. 1983.** **Salute to Sir Nigel.**  
*Railway World*, July 1983, pp.359-363.
- The Triumphs of Duchess of Hamilton.**  
*Railway World*, November 1983, pp.583-587, 590-1.

For the duration of the Centenary celebrations (1974-1976) the Centenary Committee of the then Settle and District Civic Society produced a *Newsletter* designed to raise awareness of the impending anniversary and to publicise the whole range of events being held along the line and elsewhere. First produced in October 1974 and edited by the Secretary to the committee, Nigel Mussett, it ran for eight editions, the last one appearing in September 1976. There were 360 subscribers and complimentary copies were sent to participating organisations, local libraries and the media to help ensure maximum publicity.

Not long after the Centenary Committee was dissolved, groups of people came together to form a pressure group whose main aim was to draw attention to the risk of closure of the line by BR and to fight for its survival. And fight they did, joining forces with other bodies which, after a seven-year-long campaign, helped to bring about a reprieve in 1989. The original group eventually blossomed into the thriving Friends of the Settle-Carlisle Line organisation. A *Newsletter* was produced and this, re-styled in February 1996, with No. 63, as the *Magazine*, and in 2011 as the *Journal*, is currently the respected flagship of the influential Friends group which is closely involved with furthering the development of the line in collaboration with the train operating company, the Settle-Carlisle Railway Trust and the Settle-Carlisle Railway Development Company. In addition to giving details of current developments and operations, the Friends' quarterly publication regularly carries articles or features of special interest.

Frequent articles appear in *The Dalesman* (now re-named *The Yorkshire Dalesman*) and *Cumbria* magazines, two popular monthly publications which focus on the counties through which the Settle-Carlisle runs. For example:

***The Dalesman:***

- Bowker, Sheila.** **Just Singing in the Train.** November 2005, pp. 39-42. *See also David Burbidge, Section J.*  
**Bowker, Sheila.** **Rail Disaster Remembered.** December 2010, pp. 29-30.  
**Fox, P.** **Life on the Settle-Carlisle Railway.** March 1983, p.943.  
**Greenbank, Tony.** **A Lifestyle of Isolation.** June 2005, pp.50-53.  
**Leak, K.** **Hellifield in the Steam Days.** A series of line drawings. December 1986, pp. 748-9.  
**Mitchell, W.R.** **Buried at Chapel-le-Dale.** August 1974, pp. 371-374.  
**The Shanties of Cowgill Parish.** March 1975, pp. 945-948.  
**A Slice of Belt Pie.** July 1975, pp. 297-299.  
**Gang Life on The Long Drag.** May 1976, pp. 119-122.  
**Steam Trains Galore: the work of artist Alan Fearnley.** July 1977, pp. 279-281.  
**A Quest for the Shanties.** February 1978, pp. 868-871.  
**Re-birth of a Dales Hostelry.** June 1978, pp.212-214.  
**Hellifield's Days of Steam.** May 1979, pp. 122-124.  
**South of Blea Moor.** Date unknown, pp. 462-465.  
**North of Blea Moor.** Date unknown, pp.40-42.  
**Soames, M.** **Poor John.** November 1975, p. 629.  
**Speakman, Colin.** **Dales-Rail: An Experiment in Rural Transport.** March 1977, pp. 944-946.  
**Wilkinson, N.** **Modelling the Midland.** August 1978, pp. 398-400.

***Cumbria:***

- Hicken, Mark** **A gem from rail's golden era.** December 2011, pp.38-40. [Appleby station]  
**Leslie, J.S.** **The Citadel: Recollections of Carlisle in the Days of Steam.** March 1977, pp. 679-681.  
**Mitchell, W.R.** **Mr Fairburn's Contract.** May 1975, pp. 83-85.  
**Iron Road to Carlisle.** May 1976, pp. 75-79.  
**An Old Hall in the Crackenthorpe Country.** December 1978, pp. 520-523.  
**Tasty Treats as the Trains Thunder By.** June 1999, pp. 48-49.  
**Veitch, Ken.** **'If you didn't get there, you didn't get paid'.** November 1993, pp. 9-12.

Articles in local and county newspapers are also a source of information and appear from time to time, although one should always be prepared to undertake some cross-checking for their accuracy. Of particular historical interest are those articles written at the time of construction period and a close study of the columns giving what was then quaintly called 'Local Intelligence' provides an insight into the social conditions of the times. Snippets relating to the accidents and cases brought before the magistrates are both enlightening and entertaining. Copies are available on microfilm at all large Local Studies Libraries. The following have proved to be particularly fertile sources in this respect:

*Barrow News*  
*Bedale and Northallerton Times*  
*Blackburn Times*  
*Bradford Telegraph and Argus*  
*Burnley Evening Star*  
*Carlisle Examiner*  
*Carlisle Express and Examiner*  
*Carlisle Journal*  
*Carlisle Patriot*  
*Craven Pioneer/Craven Herald and Pioneer (Skipton)*  
*Cumberland Evening News*  
*Cumberland Gazette*  
*Cumberland News*  
*Cumberland Pacquet*  
*Cumberland and Westmorland Advertiser (Penrith)*  
*Cumberland and Westmorland Herald*  
*Cumbria Life*  
*Daily News* (see especially 26 and 29 October and 8 November 1872)

Darlington and Stockton Times  
 Lancaster Evening Telegraph  
 Lancaster Gazette  
 Lancaster Guardian  
 Lancaster Observer and Morecambe Chronicle  
 Richmond and Ripon Chronicle  
 Wensleydale Advertiser  
 Westmorland Gazette (Kendal)  
 Wigton Advertiser  
 Wigton Gazette  
 Wildman's Household Almanack, Settle (*The Settle Almanack*)  
 Yorkshire Life  
 The Yorkshire Post

Railway enthusiasts will be familiar with the regular publications such as *Back Track*, *British Railways Illustrated*, *LMS Journal*, *Locomotives Illustrated*, *Midland Record*, *Northern Railways* (formerly *Northern Railway Enthusiast*), *Rail*, *Railnews*, *Railway World*, *Railways Illustrated*, *Steam Days*, *Steam Railway*, *Steam World*, *The Rail Engineer*, *The Railway Magazine* and *Trains Illustrated*. The *Annual Report and Accounts* of The Railway Heritage Trust provides a review of the year's progress on the projects of renovation and restoration of railway infrastructure (especially stations and bridges); several projects on the annual list include structures on the Settle-Carlisle line.

Other periodicals are *Industrial Past*, *Industrial Heritage* and *Yorkshire History Quarterly*. *The Midland Record* (a new publication edited by Bob Essery) provides detailed records on all aspects of Midland Railway operations; it is published by Wild Swan Publications, 1-3 Hagbourne Road, Didcot OX11 8DP. Tel. 01235 816478. [bobessery@gowwhite.com](mailto:bobessery@gowwhite.com)

*Freightmaster*, produced quarterly, offers a comprehensive listing and analysis of freight operations throughout mainland Britain. Details of depots, timings, route maps, head codes and much else besides provide a wealth of detail for those interested in keeping a close watch on the British rail freight scene. [www.freightmaster.uk.com](http://www.freightmaster.uk.com)

Articles in *The Railway Magazine* of Settle-Carlisle interest would include the following (listed chronologically):

|  |  |
|--|--|
| <b>Scotch Express.</b>                                       | <b>W.H. Bracewell.</b> November 1900, p.395 and December 1900, p.522.  |
| <b>Morning Scotch Express.</b>                               | A large coloured plate, Settle-Carlisle section, July 1903, p.1.   |
| <b>Route to Scotland – its history and train service.</b>    | May 1905, p. 386 and June 1905, p. 454.  |
| <b>Express Locomotive MR 1000.</b>                           | November 1906, p. 393.   |
| <b>Clapham Junction.</b>                                     | <b>G. Milne.</b> June 1907, p. 460.  |
| <b>The Johnson 'Single'.</b>                                 | January 1910, p.60; February 1910, p.121; March 1910, p. 219.  |
| <b>Leeds Snow Ploughs.</b>                                   | January 1911, pp. 51-53.   |
| <b>Scotch Express.</b>                                       | Coloured plate. April 1912, p. 265.  |
| <b>Abandonment Proposals 1869.</b>                           | February 1921, p. 124.   |
| <b>Some Notable British Main Lines: Settle and Carlisle.</b> | <b>John D. Hewitt.</b> July 1939, p. 34.   |
| <b>A Forgotten Junction in Westmorland.</b>                  | <b>M.D. Greville and G.O. Holt.</b> May 1950.  |
| <b>Settle and Carlisle Line.</b>                             | Article and photograph. January/February 1949, pp. 37-45.  |
| <b>Pennine Railroad.</b>                                     | <b>G.G. Hoare.</b> June 1953, pp.403-410.  |
| <b>On the Footplate over Ais Gill.</b>                       | <b>W.A. Tuplin.</b> September 1953, p. 593.  |
| <b>Outpost of the Midland.</b>                               | <b>John Clarke.</b> March 1966, pp. 134-136.   |
| <b>St Pancras Station, 1868-1968:</b>                        |  |
| <b>Part One.</b>   | <b>Charles E. Lee.</b> September 1968, pp.510-515.   |
| <b>St Pancras Station, 1868-1968:</b>                        |  |
| <b>Part Two.</b>   | <b>Charles E. Lee.</b> October 1968, pp.584-589.   |
| <b>"On Safari" in the High Hills.</b>                        | <b>K.S. Farr.</b> October 1970, pp. 540-544.   |
| <b>Settle &amp; Carlisle into the New Age.</b>               | <b>O.S. Nock.</b> May 1976, pp. 233-237.   |
| <b>Centenary of the Long Drag.</b>                           | <b>Peter E. Baughan.</b> May 1976, pp. 238-243   |
| <b>Ais Gill.</b>   | <b>W. Hubert Foster.</b> June 1976, pp. 304-7, including a reproduction of the painting by <b>R.B. Hugill</b> entitled 'The Spirit of Ais Gill' depicting former LMS 'Jubilee' No. 5611 heading the 'Thames Clyde Express' over the eponymous viaduct. |
| <b>Outlook Unsettled.</b>                                    | <b>Jim Palm.</b> July 1976, pp.362-364. An account of the centenary day celebrations 1 May 1976.   |
| <b>What Future for the S&amp;C?</b>                          | <b>Martin Bairstow.</b> February 1982, pp.54-57.   |
| <b>Near Miss.</b>  | <b>Phil Davies.</b> September 1982. [2pp.]   |

|  |  |
|--|--|
| <b>Steam Heat Through Settle.</b>            | <b>Malcolm Roughley.</b> April 1983, pp.136-140. |
| <b>Aisgill: A Suitable Case for Closure?</b> | <b>John Nearstead.</b> May 1983, pp.181-184.     |
| <b>From Hampshire to Hellifield.</b>         | <b>Richard Gardner.</b> August 1985, pp.349-351. |
| <b>Grasping the Settle Nettle.</b>           | <b>John Nearstead.</b> March 1986, pp. 143-145.  |
| <b>It was certainly no drag.</b>             | <b>M.P. Turvey.</b> August 1986, pp.488-489.     |
| <b>Settle-Carlisle Survival.</b>             | <b>Roger P. Bradley.</b> April 1987, pp.216-217. |
| <b>S &amp; C Freight Revival.</b>            | <b>Chris Milner.</b> December 2011, pp. 24-26.   |

Also in *The Railway Magazine* there appeared each month articles on locomotive Practice and Performance by Cecil J. Allen, O.S. Nock and others since them. Runs over the Settle-Carlisle line featured regularly in these articles, not least because the line has been used at various times as a famous test route for differing classes of locomotives (see page Appendix 1-10).

In *Rail* for 3 June and 1 July 1997 there appeared an article by an anonymous author entitled **MR Settle-Carlisle Committee Minutes**.

*Cumbrian Railways* is the house journal of the highly-respected Cumbrian Railways Association and, since three-quarters of the line between Settle Junction and Carlisle runs through Cumbria (see p. Appendix 1 - 10), it should be more widely appreciated that items of interest which relate directly to the S & C regularly appear in this publication. Furthermore, the Association played a key role in the campaign to save the line from closure.

## D. RESEARCH STUDIES

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**Brennan, M. 1981. *Navy Gangs on the Settle and Carlisle Railway.***

Unpublished thesis. Institution and level not stated.

**Cardwell, P., Ronan D. and Simpson, R. 1995. *Batty Moss Navy Settlements, Ribbleshead, North Yorkshire.***

Topographic and Archaeological Survey for the Yorkshire Dales National Park. Unpublished Northern Archaeological Associates Report 95/23.

**Cardwell, P., Ronan D. and Simpson, R. 2003. *Archaeological and Historic Landscapes in the Yorkshire Dales.***

Yorkshire Archaeological Society Occasional Series, 2003, pp. 195 – 202.

[Also as: *An archaeological survey of the Ribbleshead Navy Settlements.*

No. 19 in White, R. and Wilson, P. (Eds) *Archaeological and Historic Landscapes in the Yorkshire Dales*, Yorkshire Archaeological Society Occasional Series, 2003, pp. 195-202]

**Dennison, (Ed.). *Garsdale Station and Moorcock Cottages, Garsdale Road, Garsdale, Cumbria and North Yorkshire: Pennine Bridleway, Phase 1 – Archaeological Survey.***

**Dennison Archaeological Services 1998. *Earthwork Survey: Risehill Tunnel Spoil Heap (No. 1 Shaft), Cowgill Wood, North Yorkshire.*** Unpublished Report.

**Hall, Naomi (Ed.). 2008. *Risehill Tunnel Navy Camp Cumbria: Archaeological Evaluation and Assessment of Results.***

iv + 40pp. Report Ref. 68737.01, December 2008. Prepared by Wessex Archaeology, Salisbury SP4 6EB on behalf of Videotext Communications Ltd., 49 Goldhawk Road, London SW1 8QP.

**Hallas, Christine S. 1986. *The Social and Economic Impact of a Rural Railway: The Wensleydale Line.***

*Agricultural History Review*, 34.

**Heaton, Jacqueline R. 2001. *Tracking the (con)fusion of nature and culture on the Settle to Carlisle Railway.***

Unpublished M.A. thesis, University of Aberdeen.

**Ilson, P. 2001. *Batty Moss Settlements, Ribbleshead, North Yorkshire: Archaeological Watching Brief for the Yorkshire Dales National Park Authority.***

Unpublished Northern Archaeological Associates Report 01/15.

**Ingleborough Archaeology Group. 2007. *Ribbleshead Construction Camp Excavation of Building n6.***

**Mackay, D. 1988. *Ribbleshead Quarry and Environs.***

Unpublished RCHME survey report.

**Minnis, John. 2012. *Railway Signal Boxes: A Review.***

A report by English Heritage (Research Report Series 28-2012) in conjunction with Network Rail and The National Railway Museum to assess the significance of the remaining manual signal boxes on Britain's railways. A pdf version is available at: <http://english-heritage.org.uk/report>

The Ais Gill box at Butterley is listed and the boxes at Garsdale and Settle are included in the list as amongst those selected for possible listing in the future.



**Morris, Michael. 1994.** *Towards an archaeology of navy huts and settlements of the Industrial Revolution.*

*Antiquity*, 68, 1994, pp. 573-584.

**Northern Archaeological Associates. 2001.** *Ribblehead Railway Construction Camp, Archaeological Watching Brief Report.*

**Parris, H.W. 1954.** *Railways in the Northern Pennines.*

Unpublished thesis, level not stated. University of Leeds.

**Parsons, Dan. 2005.** *The Viability of Rural Railways. First Beeching, then privatisation. What does the future hold?*

Unpublished B.Sc. dissertation in Applied Geography, Anglia Ruskin University, Cambridge.

**Sargent, Caroline. 1984.** *Britain's Railway Vegetation.*

See entry in Section B.

**Swift, J. 1987.** *Last Fling on Batty Moss.*

Unpublished B.A. thesis, Middlesex Polytechnic.

## E. MAPS

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**ANON. *Sectional Maps of British Railways.***

**Shepperton, Ian Allan. 1967.**  
86pp.

Coloured route maps to a scale of 8 miles to 1 inch. See also Conolly (undated) below.

**ANON. *Plan of the Settle-Carlisle Line.***

**Edinburgh, Moorfoot Publishing. PO Box 506, Edinburgh. EH10. 1984. ISBN 0 906606 10 1**  
Maptracks Set 1. Limited edition, boxed set of 75 maplets, each measuring 16x12" (405 x 305mm). £22.50

Based on the Ordnance Survey drawings originally published c. 1897-1919. Most maps are on the 6 inch to 1 mile scale, some are 25 inch to 1 mile or more. A useful resource alongside the MR Land Plan but it omits much of the railway features such as mileposts, gradient posts, platelayers' huts, stores and signals.

**ANON. *Sectional Maps of the British Railways as at 31<sup>st</sup> December 1947.***

**Shepperton, Ian Allan. 1987. Undated, but this is the 1987 reprint. ISBN 7110 1156 7**  
iii + 53pp. 39 pages of coloured maps, with index to stations. £2.95

The first reprint of the original 1948 publication of this useful atlas. Interesting on account of the inclusion of many of the local topographic features, absent from later editions.

**ANON. *The Midland's Settle & Carlisle Distance Diagrams.***

**Cumbrian Railways Association. 1992. ISBN 0 9519201 0 3**  
25pp. Route diagrams and two gradient profiles. £2.50

This book comprises facsimiles of the official scaled maps and gradient profiles covering the Leeds-Settle-Carlisle route as well as adjacent lines of the Midland system. The extra detailed information on signal boxes, junctions and sidings is absorbing and the summary tables of distances provide a ready source of reference for those seeking detailed information. The original maps are variously dated 1913 – 1920. See the Peter Kay edition 2000 below.

**ANON. *British Railways Atlas 1947: The Last Days of the Big Four.***

**Shepperton, Ian Allan. 1996. ISBN 0 7110 2438 3. First published 1948, reprinted 1987, 1996, 1998, 1999, 2002 and 2003.**  
iii + 53pp. 39 pages of maps in colour, with index to stations.

A further reprint of the original publication of this useful atlas. See the entry above.

**ANON. *Midland Railway System Maps – The Distance Diagrams: Vol 1: Carlisle to Leeds and Branches. The Settle & Carlisle Line.***

**Teignmouth, Peter Kay. 2000. ISBN 1 899890 25 4**  
24pp. £4.95

The Midland Railway's Distance Diagrams were amongst the final pieces of mapping to be undertaken by any of the pre-grouping railway companies. The current edition shows the original maps reduced to 80% of the original 1 inch to 1 mile scale and produced as double-page spreads. There are enlarged diagrams for major centres such as Leeds, Bradford, Keighley, Skipton, Hellifield, Hawes Junction, Appleby, Carlisle and Carnforth. A summary table is included. This volume was originally produced in 1992 by the Cumbrian Railways Association under the title *The Midland's Settle and Carlisle Distance Diagrams*. See above, also Gough and Kay *The Gradient Diagrams* entry below and in Section B.

**ANON. *Midland Railway System Maps – The Distance Diagrams: Vol. 5A: Annual Alterations 1894 – 1909.***

**Teignmouth, Peter Kay. No date. ISBN 1 899890 35 1**  
56pp. £8.95

Contains facsimiles of hand-written amendments and diagrams to the volume listed above.

**ANON. *Settle-Carlisle Railway: Map and Line Guide.***

**Doune, Harvey. 2004. ISBN 1 85137 411 6**  
Folded A2 illustrated map of the line, with colour photographs and text. £3.95

A useful and informative, pocket-sized publication in the Harvey Maps series to places of interest along the railway corridor which would be useful to the railway traveller and motorist alike.

**ANON. *Settle To Carlisle – Linking the Stations of the Famous Railway: Long Distance Route.***

**Doune, Harvey. 2005. ISBN 1 85137 416 7**  
Folded illustrated map on waterproof paper. £9.95

A detailed map designed for those hardy souls who wish to follow the course of the line on foot, using footpaths and country byways. Clear maps, in full colour, cover the route on a scale of 1:40000. A full range of cartographic symbols and other information for the visitor is given, along with an introductory history of the line.

**ANON. *Settle to Carlisle Way.***

**Doune, Harvey. 2012. ISBN 978 1 85137 521 9**  
Folded illustrated map on tough polyethylene. XT40. £8.95

A new edition but emphasising the Settle to Carlisle Way which essentially follows the same route as that shown on the 2005 version. There are a few other alterations to the earlier edition.

**ANON. *North Pennines Visitor Map.***

**Alston, North Pennines Tourism Partnership. Undated.**  
Folded map.

This coloured map shows the Settle-Carlisle line in its northern context for the general tourist.

**BAKER, S.K. *Rail Atlas of Britain.***

**Oxford, Oxford Publishing Co. 1977. ISBN 0 86093 009 2** 112pp. In colour.

**Second Edition 1978. ISBN 0 86093 046 7**

**Third Edition 1980. ISBN 0 86093 106 4**

**Sixth Edition 1990. ISBN 0 86093 474 8 – *Rail Atlas Great Britain & Ireland.*** v + 123pp. In colour. £9.95

It is sad to see over the years how many of the goods lines and depots shown in earlier editions have since ceased to exist: such is the decline of Britain's rail network. The lines of both Northern Ireland and the Irish Republic are now shown in this comprehensive publication.

**BALL, M.G. *Railway Atlas, with Gazetteer.***

**Shepperton, Ian Allan. 1992. ISBN 0 7110 2048 5**  
56pp. Maps in colour, based on the 1:250,000 O.S. map. One of the European Railway Atlas Series. £6.95

## BRITISH GEOLOGICAL SURVEY.

British Geological Survey, Keyworth, Nottingham NG12 5GG

[www.bgs.ac.uk](http://www.bgs.ac.uk)

Southampton, Ordnance Survey for the Institute of Geological Sciences. Latest dates.

The modern Geological Survey maps in common usage are in the revised 1:50 000 scale series, replacing the former 1 inch to 1 mile maps. These are useful in examining in closer detail the strata through which the Settle-Carlisle was built and, for example, in relating the extraction of mineral resources to the local bedrock.

Facsimiles of other editions and at various scales are also available on line. Unfortunately, the modern metric series omits references to certain fossiliferous exposures useful to the amateur palaeontologist.

The following sheets in the current series cover the course of the Settle-Carlisle line between Settle Junction and Carlisle:

|          |                        |
|----------|------------------------|
| Sheet 17 | Carlisle               |
| Sheet 18 | Brampton               |
| Sheet 24 | Penrith                |
| Sheet 30 | Appleby                |
| Sheet 31 | Brough under Stainmore |
| Sheet 40 | Kirkby Stephen         |
| Sheet 50 | Hawes                  |
| Sheet 60 | Settle                 |

Each sheet is accompanied by a scientific memoir which explains the geology in detail. For example, see Arthurton (1998) listed in Section B for the Settle area. Details of all Geological Survey publications are given on the website.

## CONOLLY, W. PHILIP. *British Railways Pre-Grouping Atlas and Gazetteer*.

Shepperton, Ian Allan. Undated. 4<sup>th</sup> Edition.

84pp. 45 pages of coloured maps. 25/-

A useful overview of the mainland railway system as it existed under the former railway companies prior to the 'Big Four' grouping of 1923. In addition to the extensive index to stations, junctions, etc. the Gazetteer lists tunnels, water troughs, summits, loco sheds and some of the major viaducts.

## ELKINS, BRIAN. *The Route of the Settle & Carlisle Railway*.

Congleton, Brian Elkins. 1994. ISBN 0 9523 15 80 7

Coloured folded maps at scales of 1:180 000 and 1:1 500 000.

## FUGAWI. *UK Digital Maps: Northern England and Central Scotland*.

Toronto, Canada. Version 2. 2004.

A most useful CD comprising coverage offered by the O.S. Sheets at 1:50 000 scale, also providing 3D viewing and fly-through facilities. For use with Microsoft Windows 98 and above. See also listing in Section F.

## GET MAPPING. *High in the Sky: PC CD-ROM Cumbria and PC CD-ROM North Yorkshire*.

Europress. 2003.

A seamless panoramic aerial view of administrative counties in the UK. The definition is better than that available on Google Earth and it includes a measuring tool and a zoom facility. The Settle-Carlisle line shows up clearly, as do associated features such as former railway tracks, shanty town areas, etc. See also listing in Section F.

## GOOGLE EARTH.

[www.googleearth.com](http://www.googleearth.com)

Maps and aerial coverage of various kinds are available for all parts of the UK and elsewhere on the Internet. The definition varies from place to place but many useful features can be observed using the images available.

## GOUGH, JOHN and KAY, PETER. *Midland Railway System Maps: Vol. 6 – The Gradient Diagrams.*

Teignmouth, Peter Kay. 1999. ISBN 1 899890 28 9  
56pp. Index. £7.50

Facsimiles from the Roy Burrows Collection of the gradient profiles dating from 1902, believed to be the last complete set prepared for the Midland Railway. Here reproduced at 125% of the original, giving a scale of 4 miles to 1 inch horizontally and 400 feet to 1 inch vertically. There is an introductory text.  
See also entry in Section B and *The Distance Diagrams* above.

## JACOBS, G.A. (Ed.) *Sectional Maps of Britain's Railways.*

Shepperton, Ian Allan. 1989 Third edition. ISBN 0 7110 1799 9. First published 1982, 2<sup>nd</sup> edition 1985.  
64pp. 45 pages of coloured maps, with Gazetteer. £5.95

A very welcome updated edition showing re-opened passenger stations and other recent changes to the network as at January 1989. Independent operating companies and all lines closed to traffic are separately identified in this most useful volume. BR Regions and pre-grouping companies are shown against all entries in the Gazetteer.

## MIDLAND RAILWAY. *Settle & Carlisle Line Land Plan.*

Derby. 1911.

Surveyed by P.S. McCallum, MR Estate Agent, covering the line between Settle Junction and Carlisle (97 sheets) and also the Hawes Branch (8 sheets), at a scale of 2 chains to one inch. The re-mileaging of the Midland system undertaken on the S&C in 1902 (but later, apparently elsewhere) has been incorporated into this indispensable resource and it provides a yardstick (literally) against which all other published data can be checked.

## ORDNANCE SURVEY. *Seventh Series (Scale one inch to one statute mile or 1:63 360).*

Southampton, Ordnance Survey. Various dates.

The Ordnance Survey maps of the Seventh Series were generally revised up to the 1960s and for many represent the high point of British mapmaking, providing exceptionally clear, accurate and low-priced products for everyday use. The series was gradually superseded by the first metric maps to the scale of 1:50 000.

Seventh Series sheets which provided cover of the Settle-Carlisle line were:

|                 |  |
|-----------------|--|
| <i>Sheet 76</i> | <i>Carlisle</i>  |
| <i>Sheet 83</i> | <i>Penrith</i>   |
| <i>Sheet 84</i> | <i>Teesdale</i> (for about 4 miles of the line near Kirkby Stephen West) |
| <i>Sheet 90</i> | <i>Wensleydale</i>   |

Particularly useful features were the contour lines at 50ft intervals, spot heights in feet and the course of adjacent railway lines, many of which had been abandoned or obliterated by the time the metric editions had been produced and valuable topographical information lost which would have been of interest to the railway enthusiast.

## ORDNANCE SURVEY. *Explorer Series (Scale 1:25 000).*

### Southampton, Ordnance Survey. Latest dates.

These maps, with their characteristic orange coloured covers, have, since 2003, replaced the earlier First Series (blue covers), the former Pathfinder Series (green covers) and the later larger sheets in the Outdoor Leisure Series (yellow covers). The following sheets now give coverage of the line between Settle Junction and Carlisle:

|                    |   |
|--------------------|---|
| <i>Sheet OL2</i>   | <i>Yorkshire Dales – Southern &amp; Western Areas</i> |
| <i>Sheet OL 5</i>  | <i>The English Lakes – North Eastern Area</i>         |
| <i>Sheet OL 19</i> | <i>Howgill Fells and Upper Eden Valley</i>            |
| <i>Sheet 315</i>   | <i>Carlisle</i>                                       |

Like the One inch to One mile maps, the earlier editions of the 1:25 000 scale series were useful in showing details of topographical features and the courses taken by the railways before they were closed and the tracks lifted.

## ORDNANCE SURVEY. *Landranger Series (Scale 1:50 000).*

### Southampton, Ordnance Survey. Latest dates.

This is the basic current Ordnance Survey map series (purple covers) covering Great Britain and it is continuously being updated. It replaces the former One Inch to One Mile series. Sheets giving coverage of the Settle-Carlisle line are:

|                 |   |
|-----------------|---|
| <i>Sheet 85</i> | <i>Carlisle and Solway Firth</i>  |
| <i>Sheet 90</i> | <i>Penrith and Keswick</i>  |
| <i>Sheet 91</i> | <i>Appleby-in-Westmorland Area</i>  |
| <i>Sheet 98</i> | <i>Wensleydale and Upper Wharfedale (this also shows the course of the former Midland Railway branch line between Garsdale and Hawes)</i> |

The following sheets cover the course of the Glasgow and South Western's lines north of Carlisle which the Midland Railway used to reach Glasgow via Kilmarnock:

|                 |                                      |
|-----------------|--------------------------------------|
| <i>Sheet 64</i> | <i>Glasgow</i>                       |
| <i>Sheet 70</i> | <i>Ayr and Kilmarnock</i>            |
| <i>Sheet 71</i> | <i>Lanark and Upper Nithsdale</i>    |
| <i>Sheet 77</i> | <i>Dalmellington to New Galloway</i> |
| <i>Sheet 84</i> | <i>Dumfries and Castle Douglas</i>   |
| <i>Sheet 85</i> | <i>Carlisle and Solway Firth</i>     |

The following sheets cover the course of the now defunct North British 'Waverley' route used by the Midland beyond Carlisle to reach Edinburgh via Hawick:

|                 |                                  |
|-----------------|----------------------------------|
| <i>Sheet 66</i> | <i>Edinburgh and Midlothian</i>  |
| <i>Sheet 73</i> | <i>Peebles, Galashiels</i>       |
| <i>Sheet 79</i> | <i>Hawick and Eskdale</i>        |
| <i>Sheet 85</i> | <i>Carlisle and Solway Firth</i> |

## ORDNANCE SURVEY. *Outdoor Leisure Series (Scale 1:25 000).*

### Southampton, Ordnance Survey. Latest dates.

This series of maps (with yellow covers, and now obsolete) provided coverage of the most popular holiday and recreational regions of the country such as the National Parks and selected areas of outstanding natural beauty. The following maps in this series covered the Settle-Carlisle line:

|                    |   |
|--------------------|---|
| <i>Sheet OL 2</i>  | <i>Yorkshire Dales – Western Area</i>         |
| <i>Sheet OL 5</i>  | <i>The English Lakes – North Eastern Area</i> |
| <i>Sheet OL 10</i> | <i>Yorkshire Dales – Southern Area</i>        |
| <i>Sheet OL 19</i> | <i>Howgill Fells and Upper Eden Valley</i>    |
| <i>Sheet OL 41</i> | <i>Forest of Bowland and Ribblesdale</i>      |

The series has now been superseded by the orange-covered Explorer Series (see above).

*The Three Peaks* was a short-lived publication covering much of the area included in the later *Sheet OL2 The Yorkshire Dales – Western Area*.

## ORDNANCE SURVEY.

[www.geograph.org.uk](http://www.geograph.org.uk)

This is a sponsored website where one may find images of selected locations, including those along the Settle-Carlisle corridor. Some of the information given in the captions here, however, needs to be checked for accuracy by the serious researcher.

[www.old-maps.co.uk](http://www.old-maps.co.uk)

A useful website at which to study facsimiles of early editions of Ordnance Survey maps.

## SMITH, S. and COX, I. *The Settle & Carlisle Railway Map.*

**Derby, I. and G. Prints. 1976.**

Coloured (blue and brown). Folded, 504 x 760mm.

**Friends of the Settle-Carlisle Line. 2011.**

A revised version of the 1976 publication, now printed in black and blue, with additional text and prominently displaying the new S&C partnership wyvern logo. Folded, 504 x 760mm. £9.99

An outstanding publication and one based on the O.S. maps. There is ample text on both sides with a list of viaducts and tunnels and accompanying details of each structure. A mileage chart (using the Midland Railway's pre-WW1 Distance Diagrams), showing distances from both St Pancras and Carlisle, a facsimile of the 1875 MR gradient profile and a reference to the 1910 Hawes Junction and 1913 Ais Gill disasters, all providing a wealth of additional information. Details of the lines in and around Carlisle are also included. This new reprint, with the revised text, brings the story right up-to-date, is most welcome. Without question, it still remains the best all-round and most comprehensive map of the line ever produced for the enthusiast. The only serious discernible discrepancy concerns the mileage of Langwathby station from St Pancras: this is given as 288m.11c. whereas in fact the mileage is 288m.23c. The figures alongside this entry should therefore be recalculated accordingly. Strangely, Sheriff Brow and Little viaducts are omitted from both map and text, and the dates given for completion of five of the tunnels are not in accord with the dates shown above the tunnel mouths.

## F. PICTORIAL IMAGES: POSTCARDS, GREETINGS CARDS, PAINTINGS, POSTERS AND CDs

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*These items are grouped together because the same photograph or painting is occasionally to be found reproduced in different formats. All items are in full colour unless otherwise stated. The year of publication of these items is stated only if known. Photographic images are listed here only if they are used on postcards or greetings cards, but they are not included amongst the illustrations.*

### ABACUS CARDS LTD.

Abacus Cards, Gazeley Road, Kentford, Newmarket CB8 7RH. Tel. 01638 552399. [www.abacuscards.co.uk](http://www.abacuscards.co.uk)  
See entry under John Austin.

### AINSWORTH, PETER.

See entry under Friends of the Settle-Carlisle Line.

### ALLEN, TREVOR.

Tel. 01553 810369.  
See entry under Gallery Photography United Kingdom.

### ANNISON, RUTH.

See entry under Outhwaites, Ropemakers.

### ANON. *Edwardian Haircutting at Ribblehead Viaducts* [sic].

Origin unknown.

A sepia postcard with hand-written caption which appeared on eBay in December 2010. The gentlemen depicted were apparently Joe Bland (the barber), J. Lowe (having his hair cut) and W. Marshall (onlooker).

### ANON. *Midland Railway Disaster, Ais Gill 1913.*

A series of photographs of the Ais Gill disaster of 2 September 1913 published as contemporary locally produced postcards.

### ANON. *Dent Station 1976.*

A poster produced to celebrate the centenary of the opening of the line to passenger traffic.

### AUSTIN, JOHN.

[www.johnaustingra.com](http://www.johnaustingra.com)

1. A Christmas card entitled **Compounds at Christmas** featuring a painting by John Austin GRA of Compound locomotive MR 1000 and an LMS Stanier locomotive in the snow in the vicinity of what looks like Blea Moor.
2. Card No. 8322. **Settle Carlisle**. A birthday card featuring a painting by John Austin of a southbound 'Thames-Clyde Express' across Ais Gill viaduct hauled by BR No. 60036. Published by Abacus Cards, image by courtesy of Washington Green Licensing Ltd. Abacus Cards Ltd. [www.abacuscards.co.uk](http://www.abacuscards.co.uk) Tel. 01638 552399.
3. Large blank greetings card **The Waverley** at **Ais Gill** from an original oil painting by John Austin FGRA. Somewhat similar view to No. 2 above, but the locomotive is 'Jubilee' BR No. 45565 *Victoria*.
4. **Carlisle** – an oil painting showing a busy scene with 'The Royal Scot' and other trains in BR days.



**BALME, SIMON A.** *Settle-Carlisle 125<sup>th</sup> Anniversary* and *HM The Queen's Golden Jubilee*.

Balme Studios, 8 Wharfedale Place, Harrogate HG2 0AY.

Two water colour paintings available as limited edition signed prints measuring 8" x 16" (framed size):

**2002. Ribbleshead Viaduct with Settle-Carlisle 125<sup>th</sup> Anniversary Special.** 125 copies only. £50.00

**2002. Settle & Carlisle Golden Jubilee Express at Settle Station.** 150 copies only. £50.00

**BENTLEY, CHRIS.**

See entry under Peter Pedley Postcards.

**BOBROWSKI, EDDIE.**

See entry under Heritage Cards and Souvenirs.

**BOTTOMLEY, ERIC.** *BR No. 45729 'Furious' on the Settle-Carlisle.*

A snow scene from a painting by Eric Bottomley GRA, depicting a north-bound express approaching Dent station in the late 1950s hauled by BR 'Jubilee' No. 45729 *Furious*.

**BRADSHAW, PETER.** *Ais Gill.*

An oil painting of LMS 'Royal Scot' Class No. 6133 *The Green Howards* at Ais Gill.

**BRECKON, DON.** *Ais Gill.*

LMS 'Jubilee' No. 5560 *Prince Edward Island* with an up 'Thames-Clyde Express', reproduced in *Don Breckon's Country Railway Paintings* [Newton Abbott, David & Charles 1991, paperback 2003. ISBN 07153 1507 2. 96pp, 48 colour plates and numerous black and white illustrations.]

**BRITISH RAIL.** *Settle-Carlisle Railway Centenary Celebrations.*

Standard BR poster produced for the centenary celebrations on 1 May 1976, measuring approximately 25" x 40" (63.5 x 101.5cm).

**BROWN, JOHN.**

See entry under Settle-Carlisle Railway Development Company.

**BUCKLEY, JOHN PETER.**

Several photographs taken by this erstwhile Secretary of FoSCL have been used on post cards and other items produced by the Friends. See listing under Friends of the Settle-Carlisle Line.

**CAMEO FINE ARTS.**

See entry under B.J. Freeman.

**CARDTOONS PUBLICATIONS LTD.** *Dent Head.*

[www.cardtoons.co.uk](http://www.cardtoons.co.uk)

Wide photographic postcard of Dent Head viaduct, but unfortunately without a train! WH30. David Tarn photo.

## CHALCRAFT, JOHN.

See entry under Rail Photoprints.

## COPE, A.E.R.

See entry under Dalesman Publishing Co.

## DALESMAN PUBLISHING COMPANY.

### **Clapham, Lancaster.**

A folded greetings card with a photograph of BR No. 92017 crossing Ais Gill viaduct in September 1965 hauling a Long Meg–Widness anhydrite train. From a photograph by A.E.R. Cope (Colour-Rail collection).

## DAVIES, TONY.

See entry under Friends of the Settle-Carlisle Line.

## DENGATE, ROBIN.

See entries under Millstone Cards.

## DIXON, J. ARTHUR. *Settle and Giggleswick.*

Postcard PYD/22332. View of Settle and Giggleswick from Castleberg showing the two viaducts north of Settle station.

## FEARNLEY, ALAN.

The artist Alan Fearnley has produced several splendid oil paintings on canvas depicting the Settle-Carlisle line, some of which have been exhibited at the NRM, York, and have been reproduced in various publications. Known paintings are:

**MR No. 1000 at Hawes Junction.** Available also as a postcard published in 1976 by A.W. Holmes (Paper) Guiseley (see below) and reproduced in Fearnley and Treacy 1978.

**Winter on the Settle-Carlisle.** Class 9F No. 92130 hauls a freight off an undisclosed viaduct in the snow. Reproduced in Fearnley and Treacy 1978 and also Fearnley 1987/1992.

**The Building of Ribbleshead Viaduct.** Used to illustrate the front cover of the BR brochure produced to celebrate the centenary in 1976 of the opening of the line. See also under Jenkinson (1976), Section B.

**Dent Head Viaduct and Dentdale.** An atmospheric depiction of a double-headed Midland express heading north in the early 20th century. This painting emphasises the line in the wild landscape of the high Pennines.

**The Long Drag.** With Ex-LNER Class A3 No. 60066 *Merry Hampton* at Selside with Penyghent in the background. Reproduced in Fearnley 1987/1992.

**Garsdale.** May 1977. Reproduced in Fearnley 1987/1992. A pencil drawing.

## FENTON, H.

A greetings card featuring Ribbleshead viaduct in the snow, from a photograph by H. Fenton.

**FITCH, GARY. *Ribblehead Viaduct.***

01729 822446/07891 194123 [www.garyfitch.co.uk](http://www.garyfitch.co.uk)

A blank hand-crafted card using a colour photograph of a double-headed stream special crossing Ribblehead viaduct in the snow with Ingleborough brooding in the distance.

**FREEMAN, B.J.**

**"Back to the Future". Peebles, Cameo Fine Arts.**

On this folded birthday card the artist portrays an impression of the newly built steam locomotive No. 60163 *Tornado*, completed in 2009 by the A1 Locomotive Trust after the original LNER designs. The loco is shown hauling a special comprising a rake of maroon coaches passing Birkett Common with the Pennine fells in the distance. Now cleared for main line running, the locomotive has made several welcome appearances over the Settle-Carlisle in its schedule of special steam-hauled tours.

**"Land of Lost Content".** See entry under Rothbury Cards.

**FRENCH, DAVID. *Aisgill Summit: W.D. Class on Freight Duty.***

1988. A painting, oil on canvas, measuring 9½ x 13½".

**FRENKEL, KAREN.**

See entry under Peter Pedley Postcards.

**FRIENDS OF THE SETTLE-CARLISLE LINE (FoSCL).**

1. A large Christmas card using a black and white photograph from the Weston Collection, now in the National Railway Museum, of Dent station in the heavy snow of February 1947.
2. A large Christmas card using a colour photograph by Tony Davies LRPS of a special heading north of Lunds in the snow hauled by Stanier 8F No. 48151 on 5 December 1998.
3. A large Christmas card (2009) using a black and white photograph from the Cumbrian Railways Association archives entitled **Ladies at Armathwaite, early 20<sup>th</sup> Century.**
4. A large Christmas card (2010) showing a 3-car Sprinter unit in the snow. From a colour photograph by Nigel Scaife.
5. A large Christmas card (2011) showing Stanier Mogul No. 2968 at Blea Moor on 21 December 1996. From a colour photograph by Peter Ainsworth.
6. A large Christmas card using a painting by John Harrison GRA entitled **Ribblehead Station** and depicting a local northbound stopping train hauled by BR No. 42491 in the snow.
7. A large Christmas card using a photograph by Peter Ainsworth featuring a Stanier Mogul locomotive No. 2968 at Blea Moor at sunset hauling a special on 21 December 1996.
8. A series of greetings cards depicting wintry scenes along the line, using photographs by Pete Shaw.
9. A series of large postcards depicting scenes along the line. The photographs are by J.P. Buckley unless otherwise stated.

No. 4. **Settle Signal Box** (restored).

No. 14. **Ribblehead Viaduct** on 22 March 2004.

No. 49. **Mickey and Minnie Mouse at Settle station** (photographs by Mark Rand).

10. A series of regular-sized postcards using photographs by J.P. Buckley.

No. 36. **Sunset at Garsdale.** 19 November 2005.

No. 42. **Heritage Lamp at Appleby Station.**

No. 45. **Langwathby Station.** 15 August 2006.

- **Ribblehead Viaduct Silhouette**, featuring EWS Class 66 locomotive hauling a rake of empty coal wagons 2 February 2007.

**FUGAWI. *UK Digital Maps: Northern England and Central Scotland.***

See listing in Section E.

**GALLERY PHOTOGRAPHY UNITED KINGDOM. *Dent Head Viaduct.***

Postcard No. YD20 showing a view of the viaduct, but without a train! Photo by Trevor Allen.

## **GET MAPPING. *High in the Sky: PC CD-ROM Cumbria and PC CD-ROM North Yorkshire.***

See listing in Section E.

## **GREEN, DAVID.**

See entry under Yorkshire Dalescapes Photography.

## **GREEN, NICK.**

**[www.aphotographerssettleandcarlisle.co.uk](http://www.aphotographerssettleandcarlisle.co.uk)**

Nick Green is a photographer and his website contains a most comprehensive gallery of superb photographs of the line and the many associated items of interest such as buildings and structures along the entire route, accompanied by extensive notes. Listings are also made of verse, videos, exhibitions and much else besides.

## **GRIBBLE, PAUL.**

**LMS 'Patriot' Class No. 5538 *Giggleswick*** hauling the down 'Thames-Forth Express' along Dentdale. This particular painting is depicted on a Bradford Exchange/Davenport China plate in the "Great Trains" series and is reproduced on the cover of Mussett (2003). See also under Section K.

The following two water colours are reproduced in monochrome in Nock (1992, page 136):

**LMS No. 5932 *Sir Thomas Williams*** (ex-LNWR Claughton class 4-6-0) near Garsdale water troughs hauling a Leeds to Glasgow St Enoch express.

**LMS Compound No. 931** with the down 'Thames-Forth Express' crossing Lunds viaduct.

Paul Gribble has also produced a painting of the 'Thames-Clyde Express' at Arten Gill hauled by **LMS 4-6-0 No. 5982**.

## **HARRINGTON, BETTY.**

Betty Harrington was commissioned to produce a series of six paintings depicting navy life during the construction of the line. This collection of six paintings was the centrepiece of an exhibition held in Settle in 1975 in the run-up to the centenary celebrations. The paintings were reproduced in the booklet which accompanied the exhibition (Mitchell 1975, reprinted 1984). The originals are now part of the permanent Settle-Carlisle exhibition in the Museum of North Craven Life at The Folly, Settle. See also the entry for the Museum in Section M.

The scenes depicted are: Wash Day at Batty Green, Pay Day, Laying the Tramway, Inside a Navy Hut, Saturday Night and Burial at Chapel le Dale. Four of the pictures are now available as post cards at the Museum in Settle.

Two other paintings in a private collection, reproduced here, vividly portray the spirit of the line.

## **HARRISON, JOHN.**

See entry under Friends of the Settle-Carlisle Line.

## **HERITAGE CARDS and SOUVENIRS LTD.**

**Tel. 01282 452029.**

Postcard SECA-0001 comprises four views of steam-hauled specials at Ais Gill summit, Ribbleshead viaduct, Garsdale and Dent station. Eddie Bobrowski photos.

## **HIGGINS, R.**

See entry under KWVR Preservation Society.

## HOGGARTH, C. *Ribblehead Viaduct.*

A blank greetings card with a watercolour of Stanier Class 8 on Ribblehead viaduct in 1963. Also available as a mounted print, to fit frame 10" x 8".

## HOLDSWORTH, PETER. *The Settle-Carlisle Railway.*

A coloured poster and blank greetings card. See entry under Settle-Carlisle Railway Development Company. Also a limited edition poster produced by Northern Spirit and others, see below.

## HOLMES, A.W. (PAPER) LTD.

### **Guisley. 1976.**

Two coloured postcards produced to coincide with the centenary celebrations of the opening of the line:

**Ribblehead Viaduct.** A southbound diesel-hauled passenger train in BR blue and grey livery of the time is shown crossing the viaduct with Whernside and Blea Moor in the distance;

**MR No. 1000 at Hawes Junction,** from the original oil painting of Alan Fearnley (see above).

## HOLMES, JENNY. *Settle-Carlisle Railway Viaducts.*

### **Dent Station House, Cowgill, Sedbergh, LA10 5RF. 1989.**

Limited Edition set of four pen and ink drawings featuring viaducts at Ribblehead, Dent Head, Arten Gill and Dandry Mire. Available in two sizes, individually signed and numbered.

## HUGILL, R.B.

### **1974.**

A reproduction of a painting entitled 'The Spirit of Ais Gill' published in *The Railway Magazine* in June 1976 and showing LMS 'Jubilee' No. 5611 hauling 'The Thames-Clyde Express' southbound near Ais Gill in the late 1930s. The original painting was on show at the Settle-Carlisle centenary exhibition at the National Railway Museum in 1976.

## IMAGE RAIL.

Email: [enquiries@imagerail.com](mailto:enquiries@imagerail.com)

[www.imagerail.com](http://www.imagerail.com)

A new series of attractive coloured postcards produced in 2009 on behalf of the Friends of the Settle-Carlisle Line, with many of the photographs taken by Andrew and Rachel Griffiths (partners at ImageRail):

- |   |   |
|---|---|
| 1. Ribblehead viaduct                           | 8. Arten Gill viaduct   |
| 2. Ribblehead viaduct from Broadrake            | 9. Approaching Ais Gill summit                                  |
| 3. Blea Moor Signal Box                         | 10. Sheep on Birkett Common, with Birkett cutting looking south |
| 4. Settle Signal Box with Derek Soames          | - Sketch map showing viaducts of the line                       |
| 5. Settle station                               | - Ruswarp statue at Garsdale station                            |
| 6. Settle station                               | - Ruswarp (handout postcard)                                    |
| 7. Settle station, the up platform looking east |   |

Other postcards issued so far are:

- LMS No. 6201 *Princess Elizabeth* at Kirkby Stephen
- Steam special on Smardale viaduct
- Kirkby Stephen station
- Kirkby Stephen station
- Kirkby Stephen station (handout postcard)

In 2010 a new series of 22 postcards was produced using images from postcards originally produced by the Midland Railway in the early part of the 20<sup>th</sup> century and now in the Roy F. Burrows Collection at the Midland Railway Study Centre, Derby. Available as a complete set of 22 or set of waterfall scenes only:

- |                                   |                               |   |
|-----------------------------------|-------------------------------|---|
| 1. Map of the MR system c. 1905.  | 8. Appleby Castle.            | 15. Baxenghyll Foss, Ingleton.                      |
| 2. S.S. <i>Manxman</i> .          | 9. Eden valley, Armathwaite.  | 16. Beesley Falls, Ingleton.                        |
| 3. The Heysham-Belfast ferry.     | 10. Armathwaite The Old Mill. | 17. Thornton Force, Ingleton.                       |
| 4. The Eden Valley route.         | 11. Long Meg and Daughters.   | 18. Catterick <i>[sic]</i> Force Waterfall, Settle. |
| 5. 'The Best Route'.              | 12. Nunnery Falls.            | 19. Scaleber Waterfall, Settle.                     |
| 6. Harrogate, etc.                | 13. The Settle valley         | 20. St Pancras Stn and the Grand Hotel.             |
| 7. Peak District Tourist Resorts. | 14. Hardraw Scar.             | 21. St Pancras Station train shed.                  |
|                                   |                               | 22. MR Express timetable.                           |

## JEFFREY, EDWARD.

A Christmas card depicting Crosby Garrett. 1980.

## JENNER, D.

See entry under KWVR Preservation Society

## JOANES PUBLICATIONS. *Settle and Carlisle Line*.

### Old Railway Station, Filleigh, Barnstaple.

Set N1 comprises six black and white postcards within an illustrated card folder carrying notes and a facsimile timetable for summer 1940:

|            |   |
|------------|---|
| Print 3643 | <b>42771</b> at Dent signal box, 26 July 1962, with a northbound freight.                       |
| Print 3645 | 'Royal Scot' No. <b>46118</b> at Dent station, 27 July 1962, with freight train.                |
| Print 3651 | <b>42771</b> at Ribbleshead station 27 July 1962, with southbound freight.                      |
| Print 3652 | Rebuilt 'Patriot' Class No. <b>45522 <i>Prestatyn</i></b> at Appleby West, 27 July 1962.        |
| Print 3725 | <b>42280</b> at Hellifield with a train for Blackburn, 3 August 1962.                           |
| Print 6871 | <b>44781</b> and <b>44871</b> at Settle Junction, 11 August 1968: BR's 'Last Steam Train' tour. |
| On cover:  | Print 3641 <b>0-6-0 hauled freight</b> at Dent Head, 26 July 1962.                              |
|            | Print 3653 Rebuilt 'Patriot' Class No. <b>45522</b> at Appleby, 27 July 1962.                   |
|            | Print 3656 <b>44828</b> at Long Marton station, 27 July 1962.                                   |

## JONES, NICK. *Along the Settle & Carlisle*.

The Watermill, Little Salkeld, Penrith CA10 1NN. Tel. 01768 881047.

Email: [nbj@aol.com](mailto:nbj@aol.com)

[www.organicmill.co.uk](http://www.organicmill.co.uk) or [www.waterweave.co.uk](http://www.waterweave.co.uk)

The artist Nick Jones has produced an evocative series of drawings, sketches and paintings depicting stations and scenes of the line. These were first shown at an exhibition at Little Salkeld Watermill as part of the summer festival 'Best in Eden' in 2010. The exhibition was accompanied by an anthology of poems composed by Alan Daltrey (see Section J) and two attractive catalogues, copies of which are still available for purchase. Presentations of their poetry and images can also be booked for local events.

## JONES, P.O. *Autumn at Ais Gill*.

8 Longford Close, Bradway, Sheffield S17 4LH. Tel. 01742 368439.

A limited edition print featuring a Midland express topping the summit. 16" x 22".

## JUDGES POSTCARDS LTD.

### Hastings.

|                     |   |
|---------------------|---|
| Coloured postcards: | C6621X St Leonard's Church, Chapel le Dale                    |
|                     | C6622X St Leonard's Church, Chapel le Dale MR memorial plaque |
|                     | C5941 Ribbleshead viaduct and Whernside                       |

## KEIGHLEY AND WORTH VALLEY RAILWAY PRESERVATION SOCIETY.

### Haworth, Keighley.

A series of colour postcards depicting steam specials on the Settle-Carlisle line:

- WV 88 LNER No. 4472 *Flying Scotsman*, Ribbleshead viaduct, 30 September 1978. Photo: R.M. Lush.
- WV 89 *Duchess of Hamilton 46229* crossing Dandry Mire viaduct, 29 October 1983. Photo: R.M. Lush.
- WV 90 *City of Wells* at Ais Gill, 3 May 1982. Photo: R.M. Lush.
- WV 98 SR No. 777 *Sir Lamiel* on Ribbleshead viaduct, 27 December 1984. Photo: Roger Steele.
- WV 99 MR No. 1000 and LMS No. 6590 *Leander* in the snow, 24 February 1983. Photo: R. Higgins.
- WV 115 BR No. 34092 *City of Wells* near Settle Junction, with *Golden Arrow* headboard. Photo: R. Lush.
- WV 124 SR No. 777 *Sir Lamiel* at Ribbleshead, 27 December 1984. Distant view. Photo: Robin Lush.
- WV 125 *Duchess of Hamilton 46229* at Baron Wood, 26 October 1985. Photo: R.M. Lush.
- WV 134 BR No. 34092 *City of Wells* at Dent Head, looking south, 23 August 1986. Photo: D. Jenner.
- WV 149 LNER No. 4472 *Flying Scotsman* at Arten Gill, 4 May 1987. Photo: D. Jenner.
- WV 150 LNER No. 4472 *Flying Scotsman* at Dent Head viaduct, 4 July 1987. Photo: D. Jenner.
- WV 151 LNER No. 4472 *Flying Scotsman* passes Horton in Ribblesdale, 4 July 1987. Photo: D. Jenner.
- WV 153 BR No. 34092 *City of Wells* at Shotlock Hill, 26 September 1987. Photo: D. Jenner.
- WV 192 Class 8F No. 48151 on Arten Gill viaduct at sunset, 1 June 1989. Photo: R. Higgins.
- WV 221 LNER No. 4472 *Flying Scotsman* at Horton in Ribblesdale. Photo: Graham Maple.
- WV 222 LNER No. 4498 *Sir Nigel Gresley* at Arten Gill. Photo: Graham Maple.
- WV 223 BR No. 46229 *Duchess of Hamilton* at Horton in Ribblesdale. Photo: Graham Maple.
- WV 224 LNER No. 4771 *Green Arrow* at Helwith Bridge, 8 September 1990. Photo: R. Higgins.
- WV 225 SR No. 777 *Sir Lamiel* at Settle station in 1990. Photo: R. Higgins.
- WV 226
- WV 227 'Jubilee' Class No. 45596 crossing Sheriff Brow viaduct, 1990. Photo: John Sagar.
- WV 228 BR No. 71000 *Duke of Gloucester* at Skipton station, 17 November 1990. Photo: R. Higgins.
- WV 229 BR No. 46229 *Duchess of Hamilton* heads north out of Skipton. Photo: Graham Maple.
- WV 230 BR passenger service hauled by diesel Class 50 at Dent Head viaduct. Photo: Graham Maple.
- WV 231 BR No. 34092 *City of Wells* at Appleby station. Photo: R. Higgins.

## KINGFISHER PRODUCTIONS.

Felmersham, Mills Road, Osmington Mills, Weymouth DT3 6HE. Tel. 0845 053 3464 [www.railwayvideo.com](http://www.railwayvideo.com)

Greetings cards (7" x 5" blank and Christmas versions available) from oil paintings by Chris Woods, 2001.

Pack of five, all the same or mixed, with three others from the regions. £4.50. The two Settle-Carlisle cards are:

- CW 01. *Leander at Blea Moor*. LMS 'Jubilee' No. 5690 emerging from the north portal of Blea Moor tunnel.
- CW 04. *Twilight at Mallerstang*. LMS 'Jubilee' No. 5562 *Alberta* on Arten Gill viaduct in the snow.

### LEAK, K. *Hellifield in the Steam Days*.

A set of four pen and ink drawings published in *The Dalesman*, December 1986, pp. 748-9.

## LEEDS POSTCARDS.

P.O. Box 84, Leeds LS1 4HU. Tel. 0532 468649

Postcards using photographs by Peter Walton:

- 'Britannia' Class No. 70053 *Moray Firth* hauling a relief to the up 'Thames-Clyde Express' at Appleby West, mid-1960s. Black and white.
- 'Jubilee' Class No. 45647 *Sturdee* summer relief express at Appleby West, mid-1960s. Black and white.
- 'Black Five' former LMS No. 5305 hauling a steam special towards Ais Gill summit. Colour postcard.
- LNER No. 4472 *Flying Scotsman* silhouette at sunset with a southbound special at Ormside. Colour postcard.
- SR No. 850 *Lord Nelson* on Arten Gill viaduct with a steam special.
- Class 40 No. 40118 with a Leeds-Carlisle train at Appleby, December 1984. Colour postcard.

## LENS OF SUTTON COLLECTION. *List 19 - Midland Railway Stations*.

8 Smiths Farm Lane, Didcot OX11 7DL. 1 Sep. 2005. 48pp. £2.00

A list of photographic images from the renowned Lens of Sutton Collection, giving details of images available and an order form. Many of the stations on the Settle-Carlisle line are included.

## LUSH, R.M.

See entry under KWVR Preservation Society.

## McGAHON, STEPHEN.

Coloured postcards:

**Class 25 Nos. 25172 and 25285** on snowplough duty at Garsdale, 16 February 1979.

**BR No. 34092 *City of Wells*** with the 'Cumbrian Mountain Pullman' on Smardale viaduct, 1 May 1982.

**Class 40 preserved D200/40 122** hauling an excursion train on 29 August 1984 across Ais Gill viaduct.

## MARCH, STUART. *Blea Moor.*

A painting of BR Standard Class 9F No. 92119 waiting in the up loop at Blea Moor sidings. 1990.

## MARKLAND, J.R.

A set of four pleasing paintings recording in fine detail scenes from the past, reproduced on A4-size art paper, all in landscape format. 2001.

1. Midland Railway elegance c. 1900. **Two Johnson locomotives**, 1808 Class 4-4-0 **No. 1808** and a bogie 'Single' of the 179 Class, **No. 181**, passing south through Settle.
2. **LMS 1939 'Patriot' Class No. 5514 *Holyhead*** and **'Black Five' No. 5042** passing over Smardale viaduct with an express for Glasgow.
3. BR 1955 at Settle. Two Holbeck-based **'Jubilee' Class locomotives (Nos. 45565 *Victoria* and 45562 *Alberta*)** in BR green livery with a southbound Glasgow to Leeds express.
4. BR 1956 rebuilt **'Royal Scot' Class No. 46117 *Welsh Guardsman*** heading the down 'Thames-Clyde Express' on a warm summer afternoon along Dentdale. This was the locomotive involved in the accident at Blea Moor on 18 April 1952.

## MARSHALL, R.A. *The Waverley Express.*

The north-bound 'Waverley Express' crossing Arten Gill viaduct in 1959, from a water colour painting. A large panoramic view looking south-west, measuring 90 x 60cm.

## MILLSTONE CARDS.

Colour postcards using photographs by Robin Dengate ([robindengate@millstonecards.co.uk](mailto:robindengate@millstonecards.co.uk))

### 1. Viewpoints. Tel. 01629 825805

VP 80 Blank greetings card of Dent Head viaduct with a steam-hauled special.

### 2. The Perfect Picture Company Ltd. Tel. 01677 427711

MYD50 Views of the Three Peaks Penyghent, Ingleborough and Whernside, the latter with Ribblehead viaduct in view.

MYD72/YD 72 Whernside and Ribblehead viaduct, but no train!

YD 69 Postcard. A recent view over Settle from Castleberg. The embankment is just visible amongst the trees.

YD 122 Ribblehead viaduct and **BR No. 46203 *Princess Margaret Rose*** with an excursion.

## NOCK, O.S.

Enthusiasts who are familiar with the author's *Another Facet of an Autobiography* (1993) will know that Ossie Nock was also an accomplished water colour artist. In this volume are two paintings depicting Midland Railway expresses at Ais Gill and Dent Head. See also entry in Section B.

## NORGATE, MARTIN and JEAN. *Lakes Guides.*

See entry under Portsmouth University.



## **NORTHERN SPIRIT and others. *Settle Carlisle Railway.***

**October 1999.** A large, limited edition poster 25 x 40" featuring the scenic railway and connections available from it to great destinations. Illustrated by Peter Holdsworth.

## **NVM DIGITAL.**

**P.O. Box 1, Bentham, Lancaster LA2 7GA. [www.nvmdigital.com](http://www.nvmdigital.com)**

### ***The Settle-Carlisle Railway***

**2000-2001. CD-ROM ND04 (v. 1.07).** Over 600pp. and 1500 photographic images. For use with Internet Explorer or Netscape on IBM-compatible PCs.

A comprehensive and easy to use virtual tour of the line and extensive detailed information about the railway and the territory through which it passes. There are maps and indexes and a quiz. Designed, written and produced by Jim Redfern and Dave Mulligan.

### ***Historic Photos of the Settle-Carlisle Railway.***

**2003. ND06 (v. 1.03).** CD-ROM. Use with Windows 95 and Internet Explorer or IBM-compatible PCs.

Images from Victorian stereoscopic pairs, including the only two known photographs of Ribbleshead viaduct under construction. Other unique images show a steam navvy (early mechanical excavator) and locations at Smardale, Arten Gill and Dandry Mire amongst others. Many of these photographs were used as the basis for the engravings in F.S. Williams' Midland Railway histories – see Section B. The compilers of this collection have done a great service in making these recently discovered images available in an accessible format.

### ***Settle to Carlisle – A Photo Tour.***

**PT01 (v.1.03).** CD-ROM. 350pp. For use with Internet Explorer or Netscape under Windows 95 or later. £9.95

An excellent compilation of over 200 photographic images covering the journey from Settle northwards to Carlisle.

## **ORDNANCE SURVEY.**

**[www.geograph.org.uk](http://www.geograph.org.uk)**

This is a sponsored website where one may find images of many of the locations along the Settle-Carlisle line. Some of the information given in the captions, however, needs to be checked for accuracy by the serious researcher.

## **OUTHWAITES, ROPEMAKERS. *'City of Wells' at Ais Gill.***

**Outhwaites, Ltd. Ropemakers, Hawes, Leyburn. DL8 3HG**

L7/SP.9766. A postcard using a photograph by Ruth Annison of the 'West Country' Class locomotive steaming south towards the summit at Ais Gill with Wild Boar Fell in the background.

## **OWENS, TREVOR. *Last Train Home.***

**1995.** A3-sized poster and postcard version of an original oil painting of MR 'Compound' No. 1006 (in LMS black livery) at Settle station heading an up passenger train at sunset one summer evening in 1947, with the rear of a northbound train in the distance. But which of the two trains is the last one home?

## **PAWSON, SIMON. *Ribbleshead Viaduct.***

**Tel. 07870 854794. Email: [sitrep1234@hotmail.co.uk](mailto:sitrep1234@hotmail.co.uk)**

Four aerial views of Ribbleshead showing the magnificent viaduct in its natural setting. The most prominent features in the landscape are the shake holes in the Boulder Clay; unfortunately, there is little evidence of the shanty town and associated tramway in use during the construction period, although parts of the Sebastopol brickworks are visible. Four views are shown on one card, and another view is on a card of its own.

## PERFECT PICTURE COMPANY.

See entry under Millstone Cards.

## PETER PEDLEY POSTCARDS.

**Glossop. Tel. 01457 853971** A series of postcards:

|           |   |
|-----------|---|
| Dales 003 | Dent station with <b>No. 46203 Princess Margaret Rose</b> with an excursion. Chris Bentley photo.     |
| Dales 006 | <b>SR No. 777 Sir Lamiel</b> with a steam special at Ais Gill summit in the snow. Barry Stacey photo. |
| Dales 042 | Ribblehead viaduct with EWS container freight. Karen Frenkel photo.                                   |
| Dales 050 | <b>GWR Nunney Castle</b> at Garsdale. Barry Stacey photo.   |
| PP 283    | Langwathby station. Peter Pedley photo.   |

## PETRIE, J.W. *Final Farewell – A Day to Remember, Sunday 11 August 1968.*

See entry under Rostances Ltd.

## PINNOCK, ROBIN.

See entry under Rothbury Cards.

## PORTSMOUTH UNIVERSITY. *Lakes Guides.*

[www.geog.port.ac.uk](http://www.geog.port.ac.uk)

A website comprising hundreds of photographic images of the Lake District and Cumbria by Martin and Jean Norgate. Many of the images feature the Settle and Carlisle line and structures associated with it. Perhaps the most useful means of searching the archive is by parish.

## POSTCARD COMPANY LTD.

See entry under Simon Pawson above.

## RAIL PHOTOPRINTS.

**8 Paulmont Rise, Temple Cloud, Bristol BS18 5DT. Tel. 01761 453045.**

A series of postcards:

|    |   |
|----|---|
| 16 | Prototype <b>Diesel Class 40 No. D400/40 122</b> with 'The Cumbrian Mountain Express' at Arten Gill viaduct, 28 April 1986. Steve Turner photo.     |
| 20 | <b>Network South East Class 47 No. 47 583 County of Hertfordshire</b> with a Carlisle-Leeds service at Baron Wood, 23 April 1988. Mike Watts photo. |
| -  | <b>'Jubilee' No. 45596 Bahamas</b> at Ais Gill viaduct with a southbound special, 20 August 1994. John Chalcraft photo.                             |

## REGIONAL RAILWAYS NORTH EAST. *A Journey through History on the Settle-Carlisle Line.*

A Limited Edition poster, measuring approximately 25" x 34" (63x87cm) with six rail scenes at different locations over the line and with locomotive power from different eras painted by Pete Turpin:

- Kirtley 800 Class passing Armathwaite signal box c. 1876.
- MR Compound locomotive on Dent Head viaduct c. 1915.
- LMS 'Jubilee' Class near Wild Boar Fell, c. 1936.
- BR Class 9F with freight train on Ais Gill viaduct c. 1966.
- English Electric Class 40 diesel with coal train at Blea Moor, c. 1978.
- Regional Railways Class 156 Super Sprinter at Settle station, c. 1992.

A smaller, mounted version of this poster was produced for sale through the NRM outlet, No. CM NRM11, at £5.50.

## ROBINSON, BUFFY. *Ribblehead Viaduct.*

A folded greetings card comprising a reproduction of a delicately coloured batik painting featuring a northbound steam-hauled freight train on Ribblehead viaduct.

## ROBINSON, NEVILLE.

See entry under Rothbury Cards.

## ROOT, MALCOLM.

See entries under Rothbury Cards.

## ROSTANCES LTD. *Final Farewell – A Day to Remember, Sunday 11 August 1968.*

### **Rostances Ltd. of Birkenhead. 1969.**

A print of a large painting by J.W. Petrie depicting the scene at Dent with BR No. 70013 *Oliver Cromwell* with the "Fifteen Guinea Special", a special excursion run by BR to mark what they thought (and secretly hoped?) would mark the end of steam locomotive traction on the national network. The Settle-Carlisle was included on the 314-mile return excursion from Liverpool Lime Street, over George Stephenson's Liverpool and Manchester line and then via Blackburn to join the Midland's Settle-Carlisle line north to Carlisle at Hellifield.

## ROTHBURY CARDS.

Tel. 01935 473890. [www.rothburypublishing.com](http://www.rothburypublishing.com)

A series of fine greetings cards using reproductions of paintings by talented railway artists.

B.J. Freeman: **Land of Lost Content.** A blank card showing the up 'Waverley' express double-headed by a couple of 'Jubilee' Class locomotives (the leading one being BR No. 45608) passing Ais Gill signal box.

Robin Pinnock: **Bahamas over Ais Gill.** A birthday card showing BR No. 45596 *Bahamas* hauling an up 'Thames-Clyde Express' over Ais Gill viaduct.

Neville Robinson: **The Long Megs.** BR Class 9F No. 92249 hauling a rake of loaded anhydrite hopper wagons to the summit in Mallerstang. Available as a print or blank greetings card.

Malcolm Root: **'Royal Scot' at Christmas.** A Christmas card showing No. 6100 *The Royal Scot* heading an up express over Ais Gill summit in the snow in LMS days.

**Snow on the Settle-Carlisle.** A Christmas card depicting a double-headed excursion with BR blue and grey coaching stock, and preserved Midland 'Compound' locomotive MR No. 1000 leading.

**Apapa on the Christmas parcels** in Mallerstang with diesel No. 40 035 in BR blue livery.

**Approaching Dent** – a blank greetings card.

## SALMON, J., LTD.

**Sevenoaks. Tel. 01732 452381**

2.09.11.21. A colour postcard of Ribblehead viaduct in the snow with **SR No. 777 Sir Lamiel** hauling a special comprised of a rake of coaches in BR blue and grey.

## SCAIFE, NIGEL.

See entry under Friends of the Settle-Carlisle Line.

## SETTLE AND DISTRICT CIVIC SOCIETY.

A set of five folded greetings cards and accompanying sepia prints featuring engravings of selected viaducts from F.S. Williams (1878): Sheriff (Sherwood) Brow, Batty Moss, Dent Head, Arten Gill and Crowdundle. Published in 1975 as part of the centenary celebrations.

Also from this series, in black and white, a large greetings card featuring Dent Head viaduct.

## SETTLE-CARLISLE RAILWAY DEVELOPMENT COMPANY.

Tel. 01729 822007

**Settle. 2001.** A3 coloured posters specially produced for the 125<sup>th</sup> anniversary of the opening of the line to passenger traffic. Two views of Ribbleshead viaduct using photographs by John Brown are available in landscape format: one shows a two-coach Super Sprinter travelling south with Whernside in the background; the other is a dramatic silhouette of the viaduct in the snow at sunset.

**Settle. Undated.** A2 coloured poster using eight illustrations by Peter Holdsworth purporting to depict the heritage and scenery of the line, with an outline map. In fact, only four of the scenes relate to the route between Settle and Carlisle, the other four feature Leeds, Saltaire, the Worth Valley line and Skipton! 99p

**Steam Train.** A blank greetings card using the illustration from Peter Holdsworth's poster (above) of locomotive No. 47279 hauling a passenger train on the single track of the Keighley-Worth Valley line. A somewhat incongruous inclusion in a set of illustrations issued to celebrate the heritage and scenery of the Settle-Carlisle railway!

**The Settle-Carlisle Railway. Designed by Possibility Ltd. Tel. 01287 625110.**

Email: [info@possibilityltd.co.uk](mailto:info@possibilityltd.co.uk) [www.jamesmorganroberts.com](http://www.jamesmorganroberts.com)

An interactive CD ROM offering a pictorial and historical journey over the Settle-Carlisle Railway and an album of digital photographs.

## SHAW, PETER: PETE SHAW PHOTOGRAPHY.

**Pete Shaw Photography, 33 Temple Rhydding Drive, Baildon, Shipley BD17 5PX. Tel. 01274 590453**

Since 1995 Pete Shaw has produced an annual calendar in A4 landscape format depicting scenes of the line in all seasons; available directly from the publisher or through FoSCL outlets.

A series of folded greetings cards with photographic images on the front:

A snow scene of **Super Sprinter** at Ribbleshead station, 21 November 1996.

**SR No. 777 Sir Lamiel.** On the 'Cumbrian Mountain Express', using the same image as in postcard 42.

**Super Sprinter** on the cross-over at Garsdale in the snow on 9 March 1995.

**Super Sprinter** Leeds-Carlisle service 9 February 1991 at Garsdale in the snow.

**Diesel Class 37s Nos. 37411 and 37405** 'top and tailing' a Leeds-Carlisle service at Garsdale on 22 February 2004.

**BR No. 71000 Duke of Gloucester** at Long Marton 27 December 1995 with a Carlisle-Euston Special.  
See also postcard No. 31 below.

**GWR No. 5972 Olton Hall** near Selside on 4 December 1999 with a Hellifield-Carlisle Special in snow.

**Class 56 No. 56032** with a rake of empty gypsum wagons returning to Drax at Waitby, 12 January 1999.

**Class 60 No. 60007** in Loadhaul livery at Salt Lake Cottages, 27 February 1996.

A series of postcards of the line, the most recent set comprising Nos. 49-64 and available as a set at £6.60 (includes P & P) directly from Pete Shaw:

1. Repairs to Ribbleshead viaduct undertaken in floodlight as part of the 1988-91 restoration.
2. Class 8F **No. 48151** near Ribbleshead viaduct heading north.
3. Class 8F **No. 48151** near Blea Moor.
4. Carlisle-Leeds **156 Sprinter** set on Dent Head viaduct.
5. **No. 37430** heading a relief Carlisle-Leeds train on Arten Gill viaduct.
6. Leeds-Carlisle **156 Sprinter** set on Arten Gill in the snow.
7. **LNER No. 4472 Flying Scotsman** at Garsdale with a Preston Guild special in 1992.
8. **LNER No. 4498 Sir Nigel Gresley** with a rake of Pullman coaches, Garsdale.
9. **No. 46203 Princess Margaret Rose** with the Cumbrian Mountain Pullman near Shotlock Hill.
10. **BR No. 71000 Duke of Gloucester** at Ais Gill.
11. **No. 47580 County of Essex** with a Carlisle-Euston special, Ais Gill viaduct.
12. **BR No. 46229 Duchess of Hamilton** hauling a Pullman special south at Birkett Common.
13. Class 60 **BR No. 60006 Great Gable** hauling a driver training freight special of empty hopper wagons between Hellifield and Carlisle at Smardale viaduct.
14. **BR No. 71000** at Helm bridge, south of Appleby with the 'Cumbrian Mountain Pullman'.
15. Two-coach DMU Leeds-Carlisle service at Baron Wood.
16. **LNER No. 4472 Flying Scotsman** with the 'Cumbrian Mountain Pullman' near Armathwaite.
17. A **156 Class Sprinter** on the Leeds-Carlisle service at Ribbleshead.
18. **156 Class Sprinter** on Ribbleshead viaduct seen from the north-west)
19. Network South East Class 47 **No. 47715** with a special to Oxenhope at Dent Head viaduct.
20. **Duchess of Hamilton** hauling a Carlisle-Euston 'Cumbrian Mountain Express' in Dentdale.
21. A reprint of postcard No. 6.

22. **No. 44596 Bahamas** with the 'Cumbrian Mountain Express' at Arten Gill viaduct.
23. **Class 60 No. 60002 Capability Brown** hauling containers of gypsum, Arten Gill viaduct.
24. **Class 47 diesel 47 788 Captain Peter Manisty RN** on 'Royal Scotsman' luxury excursion from Scarborough to Stirling crossing Dandry Mire viaduct.
25. **No. 4498 Sir Nigel Gresley** with a Carlisle-Euston 'Cumbrian Mountain Express', Lunds.
26. **LNER Class V2 No. 4771 Green Arrow** near Ais Gill with a special.
27. **LNER 4468 Mallard** with a Carlisle-York special at Birkett Common.
28. **No. 46203 Princess Margaret Rose** with the 'Cumbrian Mountain Express' at Birkett Common.
29. **BR No. 34092 City of Wells** hauling a Euston-Carlisle-Chester special over Smardale viaduct.
30. **BR Class 4MT No. 80080** on driver training duties taking water at Appleby.
31. **BR No. 71000 Duke of Gloucester** 'Cumbrian Mountain Express' at Long Marton.
32. **SR No. 828** hauling a Carlisle-Salisbury excursion near Armathwaite.
33. Four views of stations on the line: Settle, Horton in Ribblesdale, Ribblehead and Appleby, with different locos at each.
34. **LNER No. 4498 Sir Nigel Gresley** crossing the River Ribble at Sherwood Brow.
35. **GWR No. 5972 Olton Hall** at Selside, with Penygvent in the distance.
36. **EWS No. 60041** hauling empty coal hoppers back to Ayr on Ribblehead viaduct.
37. **LMS No. 2968** at Ribblehead hauling a special to Carlisle with snow-clad hills in the distance.
38. **BR No. 44767 George Stephenson** with support coach near Ribblehead.
39. **Super Sprinter** near Blea Moor with Ingleborough in the distance.
40. **BR No. 71000 Duke of Gloucester** hauling a London-Carlisle special at Blea Moor.
41. **Diesel Class 47 No. 47 532** at Arten Gill with a London-Edinburgh 'Manchester Pullman'.
42. **SR No. 777 Sir Lamiel** with the 'Cumbrian Mountain Express', Dentedale in the snow.
43. **BR No. 34092 City of Wells** hauling a charter near Arten Gill.
44. **BR No. 48151** hauling a special to commemorate the 10<sup>th</sup> anniversary of the re-opening of local stations, photographed at Garsdale.
45. **BR No. 46203 Princess Margaret Rose** with an excursion train on Lunds viaduct.
46. **LMS Nos 48773 and 45407** on a steam special, Birkett Common.
47. **EWS No. 56089** with empty coal hoppers, Smardale viaduct.
48. **BR No. 35005 Canadian Pacific** hauling a steam special, Bongate bridge, Appleby.
49. **Class 57 No. 57311 Parker** hauls a Glasgow-Euston 'Pendolino' service through Settle station.
50. **BR No. 71000 Duke of Gloucester** on a Norwich-Carlisle excursion near Salt Lake Cottages.
51. A Carlisle-Leeds **Sprinter** service calls at Ribblehead in the thick winter snow.
52. **LMS No. 2968** with a Hitchin-Carlisle special crossing Ribblehead viaduct.
53. **No. 47757 Capability Brown** with a Glasgow-Euston Virgin service, Ribblehead viaduct.
54. **Class 60021** hauls a northbound gypsum train across Ribblehead viaduct.
55. A Leeds-Carlisle **Sprinter** service on Ribblehead viaduct, seen from Little Dale Beck.
56. **EW&S No. 60017 Shotton Works** hauls a northbound gypsum freight across Dent Head.
57. **Veteran Class 40 No. D345** on a Carlisle-Birmingham special crosses Arten Gill viaduct.
58. **47832 and 47712** 'top and tail' the 'Stobart Pullman' from Carlisle to Kings Cross across Arten Gill viaduct.
59. **LNER No. 4771 Green Arrow** with a Cleethorpes-Carlisle charter steaming towards Garsdale.
60. Newly-built steam locomotive **No. 60163 Tornado** with a Doncaster-Carlisle special at Scar Top Meas, Garsdale.
61. **LMS No. 6201 Princess Elizabeth** approaches Garsdale with a Liverpool-Carlisle special.
62. **No. 66150** with a rake of cement wagons from Clitheroe to Moss End on Dandry Mire viaduct.
63. **Preserved diesels Nos. 37411 and 37408** 'top and tail' a scheduled service crossing Smardale.
64. **LMS No. 6233 Duchess of Sutherland** on a Carlisle-York charter at Bongate Bridge, Appleby.
- **No. 6201 Princess Elizabeth** on a Pathfinder Tours Bangor-Carlisle excursion near Salt Lake Cottages on 12 April 2003.
- A south-bound **Class 156 Sprinter** arriving at Settle station.

## STACEY, BARRY.

See entry under Peter Pedley Postcards.

## TARN, DAVID.

See entry under Cardtoons Publications.

## **TINY SIGNS. *Travel Posters.***

**Set No. 45.** A miniature reproduction of the 1976 BR Centenary Celebrations poster 8 x 13mm for railway modellers. In a set of 34 miniature posters at 4mm scale, all taken from the archives of the National Railway Museum, York.

## **TROUTMAN, PHILIPPA.**

Philippa Troutman has been inspired by the Settle-Carlisle railway and, in particular, by stories of the navvy settlements at Ribbleshead. She has produced a series of dramatic prints which have been on public display at local galleries in the Dales.

## **TURNER, STEVE.**

See entry under Rail Photoprints.

## **TURPIN, PETE.**

See entry under Regional Railways North East.

## **VIEWPOINTS.**

See entry under Millstone Cards.

## **VISIT CUMBRIA**

[www.visitcumbria.com](http://www.visitcumbria.com)

The interest and value of this website is considerably enhanced by the inclusion of hundreds of photographic images taken by Simon Ledingham from his gyrocopter.

See especially [www.visitcumbria.com/simon](http://www.visitcumbria.com/simon) where one will find impressive photographs of the viaducts, tunnels, etc. on the northern stretch of the line. It has to be said that the entire Settle-Carlisle line is crying out to receive full coverage by this means, especially as it affords a means of looking reasonably closely at areas to which there is no public access and also to the adjacent land occupied during the construction period to help in archaeological research of lost shanty towns, tramways, etc.

## **WALTON, PETER.**

**Brough Sowerby, Kirkby Stephen. Tel. 09304 676**

See entry under Leeds Postcards.

## **WATTS, MIKE.**

See entry under Rail Photoprints.

## **WESTON, DAVID. *Snow on Aisgill.***

**A.G. Bradbury, Leicester.**

A painting of the MR locomotive *Beatrice* climbing to Ais Gill at the turn of the century, as used on the commemorative philatelic cover 1 May 2002. See also entry in Section L.

A painting of Britannia Class *Iron Duke* at Dent.

**Lazy Acre Fine Arts Ltd. Main Road, Kirkby Bellas, Melton Mowbray LE14 2DU. 01664 812600**

A large folded blank greetings card from an original oil painting featuring an unidentified 'Royal Scot' locomotive hauling a BR express over Ais Gill in the snow.

## **WIGSTON, J.E. *Thundering North*.**

2003. Limited edition of a print of a painting by J.E. Wigston GRA, depicting the 09.47 Leeds-Carlisle Arriva passenger train crossing the River Ribble at Helwith Bridge , 'top and tailed' by the Class 47 diesel locomotives. This loco-hauled service ran for eleven months 2003-4.

## **WILLIAMSON, COLIN.**

Colin Williamson, cpw Cards. Tel. 01947 602355 [www.mcolinwilliamsonprints.co.uk](http://www.mcolinwilliamsonprints.co.uk)

Blank greetings cards featuring a watercolour painting of a steam train on Ribbleshead viaduct with Penyghent in the background. £1.50

Ribbleshead viaduct and Ingleborough with a southbound steam train.

Dent Head viaduct.

## **WOODS, CHRIS.**

Tel. 01758 720093

See entry under Kingfisher Productions.

## **YORKSHIRE DALES NATIONAL PARK AUTHORITY.**

An A3-size poster for an exhibition staged by the YDNPA entitled 'The Long Drag' held in 1974-1975 in preparation for the centenary of the line in 1976.

## **YORKSHIRE DALESCAPES PHOTOGRAPHY**

**Dalesmade Centre, Watershed Mill, Settle.**

Postcard No. DL 36 showing Ribbleshead viaduct. David Green photo.

## **YOUTUBE**

<http://www.youtube.com>

Follow the links on this website to view clips featuring locations on the Settle-Carlisle line.

## G. AUDIO-RECORDINGS: RECORDS, TAPES AND CDs

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### ANON. *British Steam.*

**Sonologue Ltd. 9-10 Pollen Street London W1. SL102.**

12" vinyl record.

Side 2 of this long-playing record comprises sequences recorded one wintry night at Horton in Ribblesdale signal box. The narration is by Brian Sharpe.

### ANON. *From the Footplate of a Scot.*

**Released by Eyemark Records Ltd., 494 Harrow Road, London W9. 1968. RME 1002**

Mono 2-sided 175mm vinyl record, 45rpm.

Recordings made in February 1965 from the footplate of BR No. 46115 *Scots Guardsman*. The five tracks comprise:

1. Departure from Hellifield
2. Taking water at Settle
3. Departure from Settle
4. Climbing from Settle to Stainforth
5. At Horton in Ribblesdale

The sleeve photograph of *Scots Guardsman* at Carlisle on 13 February 1965 is by K. Mellor.

### ANON. *Ribblehead Heritage Walk.*

**MP3/WMA portable audio player "i disgo" lite.** Pack £24.95 (since reduced to £10.00). Marketed by the Friends of the Settle-Carlisle Line.

512MB capacity, loaded with commentary offering a portable audio-guide to the historic railway sites at Ribblehead/Batty Moss, and with space for ten more CD albums of music, offering 12 hour play- back time. A laminated map of the walk is also included in the pack. Accessories include: earphones, software disc, user manual with quick start instructions, USB 2.0 cable, 1 x AAA alkaline battery. Weight 21.2g. Compatible with PC and Macs. Available for downloading from the FoSCL website.

Technical support is offered by: [tech@emprex.com](mailto:tech@emprex.com) (Tel. 0901 723 0138).

### DONALD, MIKE.

See the entries in Section J for these musical items.

### GOULDER, DAVE.

See the entries in Section J for these musical items.

### GREENWOOD, CEDRIC. *The Long Drag.*

**Echoes 2003. TCDM 002.**

A CD produced from recordings made May – October 1967, with commentary. 50 minutes.

Eight sequences dramatically recall the authentic sounds of locomotives at various locations between Selside and Mallerstang struggling with their loaded freight trains over the roof of England. The commentary is enlivened by contributions from three signalmen which help to portray what it was like to work on the 'Long Drag' in the days of steam.



**HANDFORD, PETER.** *Newfoundland Heads The Waverley.*

**Released by Argo Transacord, London. 1962. ZDA 13.**

A long-playing vinyl record. 33 and one third rpm.

Various recordings over four bands made in November 1960 of the down 'Waverley Express' between Hellifield and Appleby West and also from the lineside at Ribbleshead and Dent 1960-1961. Detailed sleeve notes provide graphic technical details which, with the sound tracks, are guaranteed to evoke a severe bout of nostalgia. The following extract from a sequence at Ribbleshead station on a dark November evening is characteristic of the mood: "The porter passes the 'right away', then attends to some parcels on the dimly lit platform, as the red tail lamp of the train rapidly disappears into the drizzling dampness of a swirling hill fog, leaving only the sound of the 'Black Five', taking the train towards Blea Moor on the 1 in 100 climb across Batty Moss Viaduct." And, again, "The oil lamps along the platform flicker in a strong wind blowing down from Blea Moor as a Stanier Class 5MT 4-6-0 stands in the station at the head of the last down train of the day, the 5.42p.m. for Carlisle."

**MORRIS, RICHARD.** *Settle - Carlisle Railway Guide.*

**Developed by Creative Apps, Cumbria, released by Apple.**

iPhone and iPad app. 2011.

An innovative app giving an account of the history of the line, tourist information, a guide to businesses in the area and an audio-guide which can be used by travellers as they travel over the line. Available for downloading from Apple App Stores.

**TURNTABLE ENTERPRISES.** *Against The Grade.*

**Released by Eyemark Records Ltd., 494 Harrow Road, London W9. 1969. RME 1004.**

Mono 2-sided 175mm vinyl record, 45rpm.

Recordings made as steam locomotives tackle three of England's toughest climbs. There are four tracks: two on the Lickey incline recorded in January 1964 (featuring 0-6-0 4F No. 44211, ex-GWR pannier tank No. 8402, BR 9F No. 92230 and ex-LMS Class 5 No. 44777), one at Ais Gill and one at Shap Fell. The Ais Gill sequence features 'Jubilee' No. 45556 *Nova Scotia* with the up 'Thames-Clyde Express' in August 1965, that on Shap with sister engine No. 45562 *Alberta* and 'Britannia' Class No. 70029 *Shooting Star*.

**WILLIAMS, COLIN.** *Steam To Ais Gill.*

**Scotsman Cover Services, Preston. 1978. SC1.**

Cassette tape stereo recording.

Side 1 of this recording features LNER Class V2 No. 4771 *Green Arrow* hauling 'The Norfolkman' tour on Easter Monday 27 March 1978 south from Appleby to Ais Gill. Side 2 is a recording of BR Class 9F No. 92220 *Evening Star* over the same stretch of line on 13 May 1978, hauling 'The Border Venturer', a special Cardiff-Carlisle excursion.

## H. AUDIO-VISUAL RECORDINGS: FILMS, VIDEOS, CDs and DVDs

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### **1<sup>st</sup> TAKE.** *Fire and Steam. How the Railways Transformed Britain.*

**1<sup>st</sup> Take**, P.O. Box 1840, Yate, Bristol BS37 4WB. Tel. 01454 321614 [www.1st-take.com](http://www.1st-take.com)

**Email:** [1st-take.com](mailto:1st-take.com) DVD. In colour, with black and white sequences. Approx. 90 minutes. £19.95

This presentation is based on the book by Christian Wolmer of the same title (see entry in Section B). It offers an historical and sociological comment on the impact which railways have had on Britain. Included are sequences of the Settle-Carlisle railway, the Forth Bridge, London's commuter network and Eurostar.

### **ANBRICO FELIXJAZ PRODUCTIONS.** *The Settle – Carlisle: Class 47.*

**Anbrico Felixjaz**, 14 St Giles Way, Copmanthorpe, York YO23 3XT.

2009. DVD. AV472. Running time: 80 minutes. £14.95

### **AWESOME IDEAS.**

See entry under Engineering Adventures below.

### **BBC ENTERPRISES.** *The Train Now Departing.*

1993. BBCV 4932. 170 minutes. Boxed set of two videos comprising the six 30-minute programmes celebrating the glories of steam twenty years after its demise on BR workings. The first programme, broadcast in 1988 (see entry in Section I) focuses on the S&C route under threat of closure at the time and includes interviews with David Mitchell MP, railwaymen and some of those associated with the campaign to keep the line open, all set against a backdrop of a special excursion hauled by No. 4498 *Sir Nigel Gresley*. Superb photography, with a commentary written and narrated by Anthony Smith.

### **BLUE GOOSEBERRY MEDIA.** *Steam in Britain, Part Three: Settle & Carlisle.*

**Blue Gooseberry Media Ltd.**

DVD. SB7902. 2011. Approx. 45 minutes.

A comprehensive compilation consisting of fifty short sequences featuring steam specials between the years 1988 and 1993. Taken at various locations along the line, the compilation is of particular interest in providing a fleeting record of the locomotives in use and of line-side features (e.g. telegraph poles, line-side huts) existing at the time. It is also interesting to observe the ease with which photographers used to trespass on the railway during this era. Even allowing for the traditional bad weather experienced over the S&C in all seasons and the age of the films used in this compilation, the general quality of the colour, however, is disappointingly poor.

### **BORDER TELEVISION.** *Steam on the Settle & Carlisle.*

**Border Television**, Carlisle CA1 3NT. 1983. VHS video No. 001, 26 minutes. £18.00

A journey over the Settle and Carlisle with the 'Cumbrian Mountain Express' hauled by preserved locomotives *Sir Nigel Gresley*, *Duchess of Hamilton*, *Lord Nelson* and *City of Wells*. This emotive recording also includes interviews with several individuals closely connected with the railway. Narrated by Allan Cartner. The programme has now been included on the 1997 Striding Edge DVD (see below).

## BRITISH PATHÉ.

**Newsreel Film ID No. 2320.30, cannister ON 196G. Sort No. ON 196G. Tape \*PM 2320\***

Issue date: 1910-20. Silent. Duration: 46 seconds.

This archive film comprises a very short panoramic sweep of the site of the Ais Gill disaster of 2 September 1913 showing part of the wreckage (mostly covered in tarpaulins) soon after the accident and an approaching train headed by 4-4-0 class MR No. 444.

**Video Tape No. 0987.56.** Black and white, with voice-over commentary.

A four-minute news clip featuring the naming at Settle station of the LMS 'Patriot' Class locomotive No. 5538 *Giggleswick* on 4 November 1938. See also the entry featuring this locomotive in Section B under Mussett (2003). Another clip is also available, duration 21 seconds only, issued on 7 November 1938, with sound commentary. Canister 38/39, Sort No. 38/089. Media URN 18/91.

**Film No. 978.14. Canister 38/70. Sort No. 38/070.** Black and white, with sound commentary. Issued 1 Sep 1938, showing the fitting of a snowplough to LMS loco No. 3893 at Hellifield MPD. Duration 18 seconds. Media URN 17862.

## BRITISH TRANSPORT FILMS.

[www.britishtransportfilms.co.uk](http://www.britishtransportfilms.co.uk)

A comprehensive website listing details and reviews of all BTF items from the film production unit which was active from 1949 – 1982. Still images from the archive are also available for viewing.

## CINERAIL.

The address and contact details of Cinerail are identical to those of Marsden Rail. Products are listed here together under the latter's imprint - see below.

## COCKING, JOHN.

***Mallard '88.***

**John Cocking, P.O. Box 364, Salisbury SP4 0YB.**

1988. VHS railway documentary video. Running time: 60 minutes.

Celebrating the 50<sup>th</sup> anniversary of the record-breaking run of 126 mph on 3 July 1938 by LNER No. 4468 *Mallard*. This officially approved recording by the National Railway Museum included scenes showing the preparation of the locomotive for the celebratory run and sequences of the special train at several locations, including the Settle-Carlisle line, then (1988) threatened with closure. Narrated by Peter Semmens.

***Duchess of Hamilton 1990.***

**John Cocking, P.O. Box 364, Andover SP10 3EW.**

1990. VHS railway video documentary. Running time 60 minutes.

Featuring LMS No. 6229 *Duchess of Hamilton* and its restoration to full main line running, including special excursions over the Settle-Carlisle route.

## CREATIVE IMAGINEERS LTD.

Creative Imagineers Ltd. Hardbank Farm, How Mill, Brampton. CA8 9LL.  
[www.greatrailwayvideos.com](http://www.greatrailwayvideos.com)

### *A Journey on the Settle – Carlisle Railway.*

2012. DVD. Running time 102 minutes approx. £14.95

A complete wide-screen coverage of the journey in real time from Settle Junction into Carlisle station using five on-board cameras as seen from the cab of a Class 158 4-car train on regular service. The photography is superb and well-balanced, with an optional commentary giving much factual information about the line, unfortunately, not all of it correct and noticeably misleading in places, but nothing which a re-issue of this masterful production could put right. The viewer should not let these faults detract from the overall quality of the production. Look out for the shaft of light beaming down onto the permanent way from the shallow air shaft of Culgaith and Armathwaite tunnels! The DVD ends with a novelty item in the form of speeded-up run of the journey which lasts a mere four minutes, reminiscent of the famous London to Brighton film of 1952.

### *The Saving of the Settle-Carlisle Railway.*

DVD. 2014. Widescreen. 45 minutes.

Celebrating the 25<sup>th</sup> anniversary of the line's reprieve. Featuring Michael Portillo and many others who joined in the celebrations on 11 April 2014), this film also pays tribute to the men who built the line, the campaigners who helped to save it from closure and to FoSCL who have helped to promote it over 25 years. Other who helped to save the line and played a key role such as Edward Album, Colin Speakman, Pete Shaw, John Watson MP amongst others, are unfortunately not mentioned.

*The Saving of the Settle-Carlisle Railway. Celebrating the 25<sup>th</sup> Anniversary of the line's closure reprieve.*

2014. DVD. Running time approx. 45 minutes. £14 95

## CRESSWELL FILM UNIT, HEMEL HEMPSTEAD.

### *The Settle and Carlisle Railway.*

1984. VHS video. 60 minutes. £25.00

Steam and diesel locomotives are featured, including *City of Wells*, *Duchess of Hamilton* and a 'Black Five'. Reference is also made to the history and operation of the line and to some of the architectural features.

### *The Experience of Steam.*

VHS video. 30 minutes. £16.95

This video includes sequences of steam-hauled trains over the line as well as from railways in Europe, Africa and Asia Minor.

## D & M PRODUCTIONS. *The S & C: Past, Present and Future.*

2006. DVD. D&M 05011. Running time 57 minutes. £12.95

This collection of film traces the line during its run-down ('decay and dereliction'), through the closure proposals to its renaissance within the national rail network whilst still offering itself as a useful diversionary route. See also entry under EWC Productions below.

## DAVE'S RAILWAY VIDEOS.

### *Settle Junction Volume 1: The Four Seasons.*

VHS video. Approximately 60 minutes. £19.95

A captivating set of sequences featuring regular working (passenger, freight and maintenance), charter and steam tours as seen from the signalman's viewpoint in all weathers – and this means exactly what it says – snow, sunshine, fog, rain, flooding and a dramatic thunderstorm where lightning strikes a nearby power line and the railway track itself! Extensive wildlife interest is also included, showing birds, rabbits, stoats, weasels and deer. A simple yet informative commentary is also given, which includes reference to the signalling equipment and the splendid garden developed adjacent to the box over the years. Some shots at Hellifield and of the 1995 Ais Gill landslide are also included.

### *Settle Junction Volume 2: The Return.*

VHS video. Approximately 60 minutes. £19.95

Very much in the same vein as *The Four Seasons*, with only a small amount of duplication, but highly enjoyable nevertheless. Some good shots of diversionary trains from the West Coast Main Line are included as well as numerous sequences of diesel- and steam-hauled trains from nearly fifty hours of filming.

### *Settle Junction: Volumes 3-18.*

The series continues up to the new millennium with sequences of steam specials, 'Deltics' and much else. All tapes run for approximately 60 minutes.

### *Over the Settle & Carlisle:*

*Volumes 1 and 2*

*Volume 3*

*Volume 4*

*Volume 8*

*Skipton to Blea Moor.*

*Garsdale to Skipton.*

*Skipton to Garsdale.*

*Hellifield to Garsdale.*

*Ais Gill to Appleby.* Filmed summer 2005.

*Carlisle 2000.* Featuring the scene at Carlisle on 28 March 2000.

## ENGINEERING ADVENTURES.

*Learn to Drive a Steam Locomotive: Track 1 – Settle to Carlisle.*

*Learn to Drive a Steam Locomotive on the Settle-Carlisle Railway.*

**Awesome Ideas, Bradford.** [www.engineeringweb.co.uk](http://www.engineeringweb.co.uk) 1999. CD-ROM. £9.95

**The Great Computer Railway Company.** CD ROM No. CD03. £16.95

A CD simulation of an original Settle to Carlisle video from Railscene (see below) for multimedia PC running on Windows 95/98/ME. On the footplate of a 1930s' steam locomotive, with synchronised footage of the track speeding past. A step-by-step guide and manual is given; all controls and gauges are meticulously recreated, with authentic steam and whistle sounds. Detailed timetables and a colour photo library are also included. (Minimum RAM 16MB)

## EWC PRODUCTIONS. *The Settle and Carlisle Collection.*

2008. DVD. EWC 01005. Running time approx. 128 minutes. £12.95

This compilation comprises the D&M title (see above), and gives extensive coverage of the West Coast Main Line diversions from 2006.

## FERNDALE FILMS. *Glory of Steam on the Settle & Carlisle.*

**Ferndale Films/Unique Productions Ltd.** [www.greenumbrella.co.uk](http://www.greenumbrella.co.uk) GUDVD 6067.

DVD. 45 minutes. Originally produced as a video in 1993.

Steam specials hauled by *Mallard*, *Flying Scotsman*, *Duchess of Hamilton*, *Evening Star* and 'Black Fives'.

## GREAT COMPUTER RAILWAY COMPANY.

See entry under Engineering Adventures above.

## GREEN UMBRELLA.

See also entries under North West Video Productions.

### *The Final Years of BR Steam.*

**GUDVD 5205.** 55 minutes.

The Settle-Carlisle line features in this nostalgic collection; also included are some sequences of the 'final' BR "Fifteen Guinea Special" of 11 August 1968.

### *The Very Best of Britain's Steam of Yesteryear.*

**GUDVD 5208.** Approximately 60 minutes.

This production covers the lost 'Waverley' route and seven other routes around the UK.

### *Steaming Around Britain: - The North West.*

**GUDVD 5890.** Approximately 60 minutes.

Opening scenes show *Blue Peter* over the Settle-Carlisle, followed by excellent footage of Carnforth Motive Power Depot in the final days of steam. Nine further minutes are given over to some steam and modern freight operations over the 'Long Drag', including the visit by HRH The Prince of Wales behind *Duchess of Sutherland* in March 2005. Good coverage is also given of other lines in the north-west, including the Isle of Man.

## HARPLEY, ALAN. *The Shamrock and The Rose.*

See the entry under Section J for this musical item.

## HOLLYFOTO. *Winter 2012: Shap and Settle & Carlisle.*

**Hollyfoto, Burton Leonard, North Yorkshire. HG3 3RU.** [rhtowers@btinternet.com](mailto:rhtowers@btinternet.com)

2012. DVD. Running time 62 minutes. £12.00

A comprehensive coverage of steam-hauled 'Specials' over these famous routes filmed between January and April 2012. Nine locomotives are featured and for the most part the filming is done from a distance so that the full splendour of the locomotives at work in this mountainous terrain can be fully appreciated. There is a simple but informative commentary.

## JUMPCUT. *Pennine Steam Archive Videos. Volume 2: Settle – Carlisle.*

**Floor C, 2 Lidget Hill, Pudsey LS28 7DP.**

VHS video. 1990. 25 minutes. £15.25

A compilation of steam workings in the 1960s, important because it provides a valuable contribution to the Settle-Carlisle film archive as it includes nearly 70 sequences featuring a wide variety of locomotives including members of the extinct 'Patriot' class. Unfortunately, few dates are recorded and some of the details given in the voice-over commentary are suspect. Nevertheless, a 'must' for steam aficionados and those interested in the motive power which once extensively worked over the line.

## KINGFISHER PRODUCTIONS.

Felmersham, Mills Road, Osmington Mills, Weymouth DT3 6HE.  
Also at Watershed Mill, Settle BD24 9LR.  
Tel. 0845 053 3464; also 0870 747 2983. [www.railwayvideo.com](http://www.railwayvideo.com)

A selection of the video and DVD recordings produced under the Kingfisher imprint and related to the Settle-Carlisle line is given below.

### *Locomotive Profiles.*

A series of VHS video and DVD recordings which feature individual locomotives in various parts of the country. Each recording is approximately 60 minutes' duration. £9.95 each. The following titles cover runs over the Settle-Carlisle line with the locomotives on 'Specials' in addition to historical accounts of the locomotives' past and preservation:

**6201 Princess Elizabeth**  
**30777 Sir Lamiel**  
**34067 Tangmere**

### *Settle-Carlisle: 10 Years of Progress.*

**K 2016/KV19.** 60 minutes. VHS video £14.95. DVD £19.95

Following the sad decline of the line in the 1970s and early 1980s, this film traces in depth the upsurge of interest and investment carried out subsequent to the reprieve of 1989 which have together ensured its survival into the 21<sup>st</sup> century. The celebrations of 1999 are fully and justifiably documented. Interesting archive footage from the 1970s and 1980s is also included.

### *Smoke and Steam: Settle & Carlisle.*

**SM 2.** VHS video and DVD. 40 minutes. £7.95

See also entry under Railscene below. Steam working in the 1980s, including the preparation of the 16 or so preserved locomotives at Carnforth.

### *Steaming Through Yorkshire.*

**KV 03.** VHS video £14.95; DVD £19.95. Approx. 60 minutes.

Includes archive film from the 1930s through to the 1960s, from areas as far apart as York, Doncaster, Sheffield, Ripon, Leeds and Settle-Carlisle territory.

### *The Long Drag.*

**K2004/KV 17. 1989.** A re-issue of the 1963 film with an introduction by W.R. Mitchell. VHS video (£14.95) and DVD (£14.95). 50 minutes.

The classic film of the Settle-Carlisle line made by Thomas Blackburn, Peter Boocock and Donald Horsfall featuring a run from Hellifield to Carlisle, looking at key features along the line, something of its history, hardships in the winter of 1962/3, track relaying at Dent Head, The 'Thames-Clyde Express, etc. Steam operation is the norm but there are some sequences of the early appearance of 'Peak' Class diesels on this route.

### *The Royal Settle-Carlisle.*

**KV 44. 2005.** VHS video and DVD. 40 minutes. £14.95

This film features the visit made by HRH The Prince of Wales to the line on 22 March 2005 when No. 6233 *Duchess of Sutherland* hauled the Royal Train making stops at Clapham, Settle and Kirkby Stephen.

### *The Secrets of Blea Moor and Ribbleshead: Railway Recollections.*

**KF 1022/KV 20. 1996.** VHS video (£9.95) and DVD (£19.95). 50 minutes.

This film celebrates the achievements of the engineers and navvies in constructing these mighty works in the 19<sup>th</sup> century and also focuses on the shanty towns and the extensive renovations of Ribbleshead viaduct in the early 1990s. Nancy Edmondson recalls the childhood years she spent living at Blea Moor in the 1950s. Archive film of steam in the 1960s is also included which helps to make this a memorable documentary.

*This DVD has been re-issued under the 'Railway Recollections' imprint – see below.*

### *The Settle-Carlisle Railway: A Documentary.*

**KF1002/KV 18.** VHS video £12.95; DVD £19.95. 45 minutes

The story of the line told in depth, including its construction and operation, with interviews with long-serving railwaymen and those involved with the successful reprieve from closure in 1989. Music is by the late Mike Donald, and includes his famous 'Settle-Carlisle' folk song.

### *The Settle-Carlisle Railway: The Story of a Railway that Refused to Die.*

VHS video and DVD. Approximately 50 minutes. £12.95. Narrated by Simon Groom.

Good sequences of running over the line, including interviews with railwaymen, the restoration of Ribbleshead viaduct in the early 1990s and diversions from the West Coast Main Line, signal operations from the early 1980s, Class 37 diesels and steam specials.

***The Settle-Carlisle Railway – the Line that Refused to Die.***

DVD £13.25. Approximately 90 minutes.

A combined volume of two earlier videos, including footage of the special freight train in 2000 using LMS 8F No. 48151.

***The Settle-Carlisle Railway: Combined volume (A Documentary and The Secrets of Blea Moor and Ribbleshead).*** KV 32. DVD. Approximately 120 minutes. £25.00

***The Settle-Carlisle Railway: Combined volume (The Line that Refused to Die and 10 Years of Progress).*** KV 18. 2005. 115 minutes. VHS video and DVD. £25.00

***Ribbleshead Viaduct – A Celebration.***

2007. DVD. Approximately 40 minutes. £9.95. The story of the construction in the 1870s and the much-publicised renovations in 1990s. Also included is footage of the walk across the viaduct on 22 July 2007 organised by the Friends of the Settle-Carlisle Line, the opening by folk singer Mike Harding and interviews with site engineer Tony Freschini and TV weatherman John Mitchell.

***The Story of the Settle-Carlisle Railway.***

DVD. 2011. 90 minutes. £14.95

A most comprehensive coverage is given in this new production of the line's history, operation, run-down and subsequent revival, interspersed with contributions from several individuals closely associated with the railway; the late Alan Dugdale's demonstration of 'lamping' – preparing paraffin lamps for the semaphore signals – is particularly memorable. Special events, too, are recorded, including some rare footage of the centenary of 1976. The commentary is generally informative if somewhat uninspiring, but note that the plan to build the line in the first place was put forward in the 1860s, not the 1890s!

***Tales of the Settle- Carlisle Railway.***

DVD. 52 minutes. £12.95

Several personalities associated with the line are featured here who give first-hand accounts of their experiences.

**KIRKBY STEPHEN GRAMMAR SCHOOL. *Hard Labour: the fight to build the Settle-Carlisle Railway.***

**Kirkby Stephen Grammar School. 2009.**

DVD. 24 minutes.

An imaginative and well-produced film portraying several aspects of the difficulties faced by the Midland Railway and workforce in driving the railway between Settle and Carlisle. There are dramatic reconstructions, commentaries and interviews with selective personnel, including Margaret Owen and Tom Robson of the Cumbria Archive Service and Mike Cook of the Friends of the Settle-Carlisle Line. The script and continuity is by Claire Huck and Mary Magorrian, presentation by Leanne Cooper and Keeley Edmonson, music by Jake Steels, production by Andy Booth and direction by Elliott Sandell. Jack Thornborrow, William Thwaites, Holly Macrae, Joe Holroyd, Chris Hunter and Georgina Coglein play leading roles in the drama sequences.



## **LINESIDER VIDEO.**

**Linesider Video.** 27 Broadway, Fulwood, Preston PR2 9TH. [www.linesidervideo.co.uk](http://www.linesidervideo.co.uk)

***Uphill and Down Dale. Northwest Mainline Steam 2007-2011.***

DVD. 134 minutes. 2012. £18.95

Eleven locomotives (including *Scots Guardsman*, *Princess Elizabeth* and *Tornado*) are featured hauling passenger trains at Ais Gill, Shap, Beattock, Copy Pit, Sough and the Peak District. Trains on Giggleswick bank, the Cumbrian coast and Tyne Valley route are also included. The quality of the colour and sound are excellent and the shots particularly photogenic and are taken in all seasons of the year. Each sequence is prefaced by a short commentary which, although unobtrusive, is not always very clear. Captions in screen indicate location and date. There are some unusual and dramatic sequences taken at night which add to the interest.

***Northwest Mainline Steam 2012***

2013. DVD. 87 minutes. Double DVD £21.00; Blu-Ray £23.00

There are several good sequences at various locations featuring preserved locomotives but the commentary, purposely kept to a minimum, is somewhat uninspiring.

***Northwest Mainline Steam 2012, 2013 and 2014.***

DVDs issued for each year, £16.00 each. Some interesting sequences, but often rather dull and uninspiring, with minimal commentary.

***1-in-100: The Settle & Carlisle Explored with Steam.***

Double DVD £26.00; Blu-Ray £28.00. Total running time 4 hours.

Films covering a period of eight years taken on board, from the lineside and surrounding countryside. Archive material is also included.

## **LOCOMASTER PROFILES. *The Long Short Drag.***

**Locomaster Profiles, Langley, Slough SL3 6BP. 2005.** [www.locomaster.co.uk](http://www.locomaster.co.uk)

DVD. Approximately 2 hours. £19.95

A film made on board diesel No. 37 408 *Loch Rannoch* on 23 September 2004 during the final week of special loco-hauled Arriva Trains Northern services over the Settle-Carlisle; these ran from October 2003 until September 2004 and were a firm favourite even amongst steam fans and the travelling public. The 113-mile journey south from Carlisle to Leeds, filmed mostly from the cab, is covered with sensible commentary and the nostalgic sound of a Class 37 hard at work. Sleeve notes and a gradient profile enable the viewer to follow the journey as the loco tackles the grade and sprints along the Aire valley. The 'top and tailed' trains added a touch of glamour to the Settle-Carlisle services with their EWS locos resplendent in red livery. At the rear of the train featured on this DVD was No. 37 405 although other locos were rostered for use throughout the year-long enterprise. In the commentary it is stated that seven shafts were dug on Blea Moor: there were only five!

## **LONG, D.**

See entry under Dave's Railway Videos above.

## MARSDEN RAIL.

Marsden Rail/Cinrail, P.O. Box 10, Birkenshaw, Bradford BD11 2BQ. Tel. 01274 652828  
[www.railwayvideos.com](http://www.railwayvideos.com)

### *No. 3. Carlisle.*

**2004.** DVD. Approximately 55 minutes. £19.95

Very full coverage of this strategic rail centre, its depots, station and trains, between 1959 and 1968. There are also steam trips along the abandoned Silloth and Langholm branches. Over 160 locomotives are featured.

### *No. 9. Leeds 1962-1967. Midland Route North.*

**2004.** DVD. Approximately 55 minutes. £19.95

Activity at City station and Neville Hill depot in Leeds, Bradford's Manningham shed, Forster Square and, somewhat surprisingly, its trolleybuses! Footage also covers the rail route up the Aire valley to Skipton, the Bolton Abbey branch and operations at Ilkley in Wharfedale. Of incidental Settle-Carlisle interest.

### *No. 15. Hellifield 1959-1968.*

**1997.** VHS video. £19.95. **2004.** DVD. £19.95. 55 minutes.

Vintage footage in colour, albeit rather dull (bad weather or under-exposed?). A full range of traffic is included.

### *No. 27. Over the Settle & Carlisle.*

**2002.** DVD. Approximately 60 minutes. £19.95

A compilation including some archive material of the Settle-Carlisle and Stainmore lines covering the period between about 1959 and 1968.

### *No. 31. Yorkshire Byways. 1962.*

**2008.** DVD. Approximately 70 minutes. £19.95

Of Settle-Carlisle interest is a journey from Wilpshire to Hellifield over the former Lancashire and Yorkshire line, activity at Hellifield itself and some varied steam working over the 'Long Drag' route with double-headed 9Fs and 'Jubilees'.

### *West Riding Steam, Part Two.*

**2004. A Cinrail production. Archive Series Volume 5.** DVD. Approximately 65 minutes. £19.95

This DVD primarily features three locations in the former West Riding: the Calder valley, Bradford-Keighley and Skipton/Hellifield. But also of interest are sequences along the Clapham-Low Gill branch and the Settle-Carlisle in the region of Ais Gill summit.

### *The Railways of Scotland. Volume Two: The Waverley Route.*

**2004. A Cinrail production.** DVD. Approximately 59 minutes.

A comprehensive volume of sequences along the length of the route between Carlisle and Edinburgh prior to its closure at the beginning of 1969.

## NICK LEVA COLLECTION. *British Steam Cavalcade, Part 2.*

**93 Morshed Mansions, London W9 1LG. Locomotion Pictures. 1983.** VHS video. 45 minutes. £27.50

Featuring *Flying Scotsman*, *Green Arrow*, *Evening Star*, *Sir Nigel Gresley*, *Sir Lamie* and *Clan Line* preserved locomotives over the Settle-Carlisle. Also Rainhill 150th anniversary 1980 and pannier tanks at Tyseley in 1983.

## NORTH WEST VIDEO PRODUCTIONS.

### *The Lost Railways.*

**2005. GOL 10322.** VHS video and DVD. 60 minutes.

A nostalgic look at some of Britain's railway lines lost to the public since the 1950s. There are some good sequences of the Settle-Carlisle line (presumably originally included because the authors thought the line might be lost!) and the 'Waverley' route. Amazing full-colour archive film.

See entries under 'Green Umbrella' above for the following North West Video Productions:

*The Final Years of BR Steam.*

*The Very Best of Britain's Steam of Yesteryear.*

*Steaming Around Britain: - The North West.*

**NVM DIGITAL. *The Settle to Carlisle Railway.***

**NVM Digital, P.O. Box 1, Bentham, Lancaster LA2 7GA. 2008.**  
DVD-ROM by Jim Redfern and Dave Mulligan.

A superb compilation comprising four CD-ROMs and a single video on one disc. This is a further development of the authors' CD-ROMs listed on page F-10. It contains the historic photographs but is supplemented now by many recent photographs, a quiz and handy maps of the line. The video provides a useful introduction to the line and its history. The historic photographs are still crying out for a thorough critical examination and commentary.

**ON TRACK PRODUCTIONS. *The Settle-Carlisle Line Past and Present.***

**On Track Productions 2010. 41 Lumley Crescent, Skegness PE25 2TL. Tel. 01754 765550**  
[www.ontrackproductions.co.uk](http://www.ontrackproductions.co.uk)

Twin DVD pack, CMV 7096 Discs One and Two. Approx. total running time: 150 mins. £17.95

A comprehensive pair of DVDs incorporating archive film portraying the past and present glories of the line, including footage of the final days of steam, the diesel era, steam charters and modern freight workings. Part of the Nostalgia Collection. Disc One covers the line northwards to Ais Gill summit and Disc Two the line southwards from Carlisle back to Ais Gill, thereby obtaining the best coverage of trains as they tackle the gradient from both directions. Sequences from the present day workings are interspersed with scenes from the past at the same locations. The commentary gives a good deal of factual information without being tedious. Would that travellers over the line today experienced as many of the four-car Sprinter sets as are depicted here! The second DVD ends with good shots of the recently-built *Tornado* taking the challenge of the S&C in its stride.

**PELLEAS PRODUCTIONS. *The Settle-Carlisle Railway: A Documentary.***

**Southampton, Kingfisher Productions. 1989. KF 1002.** VHS video. 45 minutes.  
**Now issued by Kingfisher Productions, Weymouth. KV 18.** VHS video £12.95; DVD £19.95.  
See entry under Kingfisher Productions above.

**POSSIBILITY LTD.**

See entry under The Settle-Carlisle Railway Development Company.

## **PSOV. (PRESERVED STEAM ON VIDEO)**

**PSOV, 34 Pargeter Street, Stourbridge DY8 1AU. 01384 374814/393562 [www.mainlinesteam.net](http://www.mainlinesteam.net)**

### ***Settle & Carlisle Steam Special.***

VHS video. 1989. Approximately 90 minutes.

Seven locomotives are featured hauling steam specials in 1988 and 1989, with an emphasis on long running sequences of the locomotives working hard over this punishing route from both north and south. Suitably captioned with dates and the names of locations, this video truly shows the railway in its grand environment.

### ***Cumbrian Mountain Express: 1988-1993.***

VHS video. 1993. Approximately 90 minutes. £14.95

Material taken from the PSOV 'Mainline' series. It includes unpublished shots taken in 1993 and features 19 preserved steam locomotives hauling the famous named excursion trains introduced by British Rail in 1980.

### ***Cumbrian Mountain Express: 1988-1994.***

DVD. 90 minutes. £14.95

Described as 'the ultimate Settle and Carlisle video', this recording lives up to its claim and offers a concise record of the best of steam running over the line. No fewer than 21 different locomotives are featured, in all weathers and travelling in both directions. Excellent photography throughout.

### ***Settle & Carlisle: Seasons of Steam.***

DVD. Approximately 66 minutes. £14.95

An excellent compilation of footage taken over 13 years (1995-2008), featuring 13 locomotives and in all weather conditions that only the Pennines can provide. Especially dramatic is the sequence in Langcliffe cutting when a fully laden freight train loses the battle with the snow and ice. Playable with optional commentary and theme music.

### ***Settle & Carlisle: Then and Now.***

DVD. 2011. 61 minutes. £19.50

A captivating production comprising 8mm cine recordings with original soundtracks and more recent sequences of passenger traffic since the line's revival. The contribution of modern freight operations to the line's success and fascination tends to be overlooked in this otherwise most commendable production. There is an informative commentary although assertions that Ribbleshead viaduct is 160ft high, that Arten Gill viaduct is the highest viaduct on the line (are they referring to the altitude or do they mean the tallest?) and that the turntable at Garsdale was "wind powered" are bewildering.

## **PULLMAN PUBLICATIONS. *UK Railway Bridges & Viaducts.***

**Pullman Publications. 2006. Tel. 07796 741964 [www.pullman-publications.co.uk](http://www.pullman-publications.co.uk)**

**Email: [sales@pullman-publications.co.uk](mailto:sales@pullman-publications.co.uk)**

CD-ROM. £12.50 (orig. £19.95)

A comprehensive electronic database comprising c.2200 electronic pages with over 3000 photographs taken at nearly 400 locations throughout the UK covering essential facts about these vital structures on Britain's railways and their surroundings. Maps and data sheets are provided. Adobe Acrobat Reader v.6.0 or above is required to run this disc (a copy of this is included on the CD). A companion to Pullman Publications' *UK Railway and Canal Tunnel Database*, utilising the Railway Clearing House Junction Diagrams and Midland Memories. For use with Windows 98/2000/ME/XP.

## RAILFILMS.

Railfilms Ltd. [www.railfilms.com](http://www.railfilms.com) 2007. Also listed in the TeleRail website.

### *The Settle & Carlisle Railway from the Air.*

DVD. Approximately 70 minutes, with bonus steam footage. £20.00

An interesting film taken from a helicopter which focuses on the railway in the environment rather than the trains which traverse the route. Despite what it claims in the sleeve notes, insufficient coverage is given to the key construction sites along the way and some, such as the terrain above Rise Hill tunnel, are frustratingly overlooked altogether. The bonus steam footage of steam specials, however, will appeal to steam buffs.

### *Midland Memories.*

DVD. Archive Series Volume 2. £20.00

Archive film from the Richard Willis Collection. This volume follows the former Midland route north from St Pancras and over the Settle-Carlisle from Leeds. Also included is fine material from areas around Manchester, Stockport, Crewe and Birmingham.

### *Glasgow & South Western Cab Ride.*

DVD. Approximately 114 minutes. £20.00

Following the route aboard a diverted 'Voyager' from Carlisle to Glasgow via Dumfries and Kilmarnock, covering most of the route originally taken by the Midland Railway's first Scotch expresses from St Pancras to Glasgow St Enoch in 1876 after leaving the Settle-Carlisle metals.

## RAILSCENE.

### *Cab Ride No. 28: Skipton to Carlisle.*

**Salisbury.** 136 minutes. VHS video £14.95; DVD £17.95. See also entry under Engineering Adventures above and under Railway Recollections below.

### *Smoke and Steam on the Settle and Carlisle.*

**Romsey.** 1990. SBS Catalogue No. SBS 10002. VHS video. 40 minutes. See also listing under Kingfisher Productions above.

Preserved locomotives at work over the Settle-Carlisle. This production unfortunately suffers from a commentary which is spoken far too fast and is careless in some of the detail which it purports to provide.

## RAIL TRAILS. *Along the Route of the Settle to Carlisle Railway.*

**Image Publications.** VHS video. £15.00. Introduced by John Traynor.

## RAIL VIDEO.

**44 Glenferness Avenue, Bournemouth BH3 7ET.**

**34092 and 4472 on 'The Cumbrian Mountain Pullman'.**

**RV 12.** VHS video. Approximately 2½ hours. £29.95

**60009 on the Settle and Carlisle.**

**RV 14.** VHS video. Approximately 60 minutes. £27.00

## RAILWAY CONSULTANTS. *Settle to Carlisle Line.*

**Railway Consultants.** P.O. Box 11, Mirfield WF14 9UX. Video. 150 minutes. Commentary by Sidney Weighell, former engine driver and General Secretary of the National union of railwaymen. 1987. £35.00

Views of the line from the cab, with additional footage from inside some of the signal boxes and areas of interest adjacent to the line. An important historic recording, being one of the first of its genre.

## RAILWAY RECOLLECTIONS.

Railway Recollections. P.O. Box 5908, Milton Keynes MK2 2WB. Tel. 0844 800 8818  
[www.railwayrecollections.com](http://www.railwayrecollections.com)

*The Secrets of Blea Moor and Ribbleshead.* 2007. DVD. Approximately 55 minutes. £13.25  
A re-issue of the 1996 Kingfisher Productions item listed above.

*Cab Rides Around the British Isles: No. 28 Skipton to Carlisle.* 2007. DVD. 136 minutes. £17.95  
A re-issue of the Rail Scene production listed above, now issued also with the Kingfisher Productions imprint. It is interesting on several counts because of its date (the recording was made from the cab of diesel No. 47444 on 31 January 1990) and wrong-line working between Long Meg and Howe and Co's Sidings. There is no commentary but captions indicating many, but not all, of the features appear as the locations along the line are reached but the recording suffers from excessive background noise and the informal chatter between those present in the cab. It was unfortunate, too, that the weather closed in for the second half of the journey.

## rV TELEVISION. *Scenic Rail Journeys - Britain: Northern England. Settle to Carlisle.*

rV Television, distributed by SBS Video.  
10035. VHS video. 1992. 55 minutes.

This video is more in the nature of a travelogue featuring the many places of interest to the tourist along the Settle-Carlisle railway corridor (some of them, alas, no longer accessible to the public), punctuated by contributions from a few of the local personalities. The rolling stock depicted comprises DMUs in the Regional Railways livery of the time. Of particular interest to the S&C enthusiast is the unique footage of the removal under snowy conditions of the famous turntable at Garsdale in the winter of 1988 and the beginning of its journey south by rail to the Keighley and Worth Valley Railway.

## SETTLE-CARLISLE RAILWAY DEVELOPMENT COMPANY. *The Settle-Carlisle Railway: a Pictorial and Historical Journey of the Settle-Carlisle Railway.*

The Settle-Carlisle Railway Development Company.  
Designed by Possibility Ltd. Tel. 01287 625110 [www.jamesmorghanroberts.com](http://www.jamesmorghanroberts.com)  
Email: [info@possibility.co.uk](mailto:info@possibility.co.uk)

An interactive CD-ROM including an album of photographic images for those interested to learn more of the line.

See also entry under Striding Edge Ltd below.

## STRIDING EDGE LTD. *Steam on the Settle Carlisle; Railway City - the story of the railways in Carlisle.*

Striding Edge Ltd. 1997. Crag House Farm, Wasdale, Seascale, Cumbria CA19 1UT.  
Tel. 0800 027 2527 or 01946 726090  
[www.stridingedge.com](http://www.stridingedge.com)

DVD. Approximately 52 minutes. £13.00. Marketed in association with the Settle-Carlisle Railway Development Company.

The first part of this comprehensive DVD comprises the 26-minute Border Television production entitled 'Steam on the Settle & Carlisle' (see above). Part 2 is an informative 26-minute programme tracing the development of Carlisle as a major railway centre from the time of the first railway entering the city in 1836 up to the coming of the Advanced Passenger Train. An overview is also given of the freight scene and passing reference made to some of the motive power depots and the Kingmoor marshalling yard.

## TELE RAIL PRODUCTIONS.

Royal Scot Suite, Carnforth Station Heritage Centre, Worton Road, Carnforth LA5 9TR. [www.telerrail.co.uk](http://www.telerrail.co.uk)  
**A division of North West Video Productions.**

### ***The Gavin Morrison Collection Vol. 1 1962-1964.***

Approximately 60 minutes. £25.00. Footage from Gavin Morrison's huge archive. This DVD includes scenes from the West Riding (Leeds, Bradford, Shipley and Holbeck shed) and 'The Ribble Lune' Railtour.

### ***The Gavin Morrison Collection Vol. 2 1964-1966.***

Approximately 60 minutes. £25.00. This DVD includes steam operation in the north-west (Copy Pit, Skipton area, including the Grassington branch and Kingmoor shed) and further scenes from around Leeds.

### ***The Gavin Morrison Collection Vol. 3 1966-1967.***

Approximately 64 minutes. 2006. £25.00. The areas covered in this DVD include the line between Skipton to Horton in Ribblesdale and scenes from the Bradford area.

### ***Guide to the Railways of Britain.***

DVD. Approximately 90 minutes. 2006. £25.00. This film offers a complete overview of the rail scene in the UK, from heritage lines to modern traction and the Channel Tunnel. Included is the Midland main line and its Settle-Carlisle route.

### ***Regional Guide to the Railways of Britain.***

A series of ten DVDs covering the entire country, region by region. Reference is made to all railway operations and several of the heritage steam railways. Contrasts are made between present-day workings and the development of the regional rail networks concerned. Each DVD runs for approximately 60 minutes and costs £10.00.

***Vol. 1 Lakes and Dales.*** The areas covered are those between Preston - Carlisle and Workington - Settle.

***Vol. 7 North East.*** The area covered is that between Berwick on Tweed, Scarborough, Bradford and Skipton.

### ***The Final Years of BR Steam.***

DVD. Approximately 60 minutes. £10.00

This film celebrates the 30<sup>th</sup> anniversary of the end of main line steam operations in Britain and culminates in coverage of the famous BR "15 Guinea Special" over the Settle-Carlisle line on 11 August 1968.

### ***Modern Traction Volume 2: Pennine Memories.***

DVD. 1995. Running time 55 minutes. Colour. Classic Archive Series. £30.00

The first half hour or so of this fascinating volume covers the varied freight and passenger traffic of the 1970s and 1980s. Movements at Leeds, Hellifield, Settle Junction and elsewhere are shown in some detail. The run-down of the line is sadly all too apparent. The height of Ribbleshead viaduct is still unfortunately given as 165ft. Of related S&C interest is the rare footage of the electric service between Lancaster, Morecambe and Heysham, pioneered by the MR in 1908 and which ran until 1 January 1966. Other sequences cover the Woodhead route and Alston branch.

### ***Fellsman Steam.***

DVD. 2010. £20.00. More than 80 minutes of film detailing runs of the popular 'Fellsman' steam-hauled specials. Some archive film is also included in this production, arranged in two indexed parts.

### ***Settle to Carlisle: Four Seasons.***

2010. DVD SC4S. 65 minutes. £30.00

A first-rate production showing working over the line throughout the year. Perhaps the most striking images are the snow scenes taken early in the year. Additional commentary by Mark Rand, Chairman of the Friends, explains clearly some of the special features of the partnership which have developed between the various bodies and the train operator to make the whole 72-mile line rather unique in the history of railways in Britain. It erroneously claims that the line boasts 19 viaducts and 13 tunnels and implies that both copper and lead were mined locally and exported over the route.

A publicity flyer issued in Spring 2012 gives the running time as 75 minutes. It partially corrects the errors referred to above by stating that there are, in fact, "14 tunnels and over 20 viaducts".

### ***In The Cab, Volume 5 - Settle to Carlisle.***

2010. Double DVD set. Approximate running time 100 minutes. £30.00

Filmed in October 2010 from the cab of a scheduled Northern Rail Sprinter service, these DVDs cover the entire run northwards from Hellifield into Carlisle station in real time. Disc 1 covers the first part of the journey up to Kirkby Stephen, Disc 2 covers the northern section. There is no voice-over commentary and the viewer is left to focus attention on any of the line-side features in which he or she may be particularly interested. To help identify the locations, the names of each appear on the screen as they are approached. The sequences



taken in the 14 tunnels capture the imagination and the journey through Blea Moor is especially gripping as the bend is reached and the first hint of daylight a mile away to the north is observed. This ride makes an interesting comparison with earlier cab rides, e.g. those shown by Video 125 (2002) and Locomaster Profile (2005).

***In The Cab, Volume 6 – Leeds to Morecambe & Heysham.***

DVD. 120 minutes. £30.00

***Railways from the Air – Scotland and the North of England.***

2013. DVD. 62 minutes. £30.00

Captivating sequences featuring the Settle-Carlisle line with the Northern service to Arten Gill, a Colas Rail log train destined for Chirk and engineering work at Ribbleshead. Also included are views of the East Coast Main Line, the Forth Bridge and the Caledonian sleeper in the Highlands of Scotland.

***Steam Lives on – The Settle & Carlisle Railway.***

No date. Two DVD set. 2 hours. £18.00. Also issued under the 10D Videosteam Productions label (see below).

Preserved steam-hauled specials heading north from Hellifield and south from Carlisle, enhanced by comments from railwayman Gordon Hodgson and a few vintage clips of regular steam working. Impressive.

## **TRACTION ARCHIVE SERIES.**

**Cine Rail/Marsden Rail, P.O. Box 10, Birkenshaw, Bradford BD11 2BQ. Tel. 01274 652828**

***No. 1: York to the Pennines Plus.***

**2004.** VHS video and DVD. Approximately 65 minutes. £19.95

An extended version of the original Cine Rail production entitled *York to the Pennines*. Diesels (Classes 40 and 45) appear on the Settle-Carlisle line; there is also archive film of the Grassington branch.

***No. 6. North from Carlisle.***

**2004.** DVD. £19.95

There are some fine shots of *Duchess of Sutherland* and other locomotives (mostly over Beattock) but sequences also over the 'Waverley' route with good scenes at Newcastle town.

## **TRANSPORT VIDEO PUBLISHING.**

**Transport Video Publishing, P.O. Box 229, Wheathampstead, Herts. AL4 8SD. [www.transportvideo.com](http://www.transportvideo.com)**

***Rails Across the Fells.***

VHS video. Approximately 55 minutes.

Hitherto unpublished archive footage showing steam and diesel motive power hard at work over the line in 1967, also steam specials and other features of this famous route filmed during 1988. The quality of the film is mediocre, however, and the commentary misleading in places, e.g. in the repeated references to iron ore (presumably when it means gypsum/anhydrite from Long Meg).

***Steam over the Northern Summits.***

DVD. Approximately 75 minutes. £16.95

Excellent vintage footage from the 1960s of steam locomotives tackling the gradients of Shap, Ais Gill, Beattock, the 'Waverley' route, West Highland line and the Cromford and High Peak Railway. Many classes of locomotives are featured in both colour and black and white.

***Memories of Steam Volume 2: Leeds to the Roof of England.***

VHS video. Approximately 50 minutes.

DVD. Approximately 50 minutes. £9.95

A truly outstanding compilation by the renowned photographer Gavin Morrison, featuring classic archive film at locations along the route of the Settle-Carlisle from Leeds, with several types of locomotives hauling passenger, freight and special workings during the final days of steam. Excellent value, not least because this compilation shows such a comprehensive selection of motive power and locations which are quite unrecognisable today.

***Power of the Jubilees.***

DVD. Duration 70 minutes. £17.95

Film featuring this famous class of locomotives from their introduction by the LMS in the 1930s to their last Days on the Settle-Carlisle line and in preservation.

***Steam Railway 1990 Review.***

Video. Approx. 50 minutes. £9.95

Comprising 17 sequences from across the mainland of Britain, including *Duchess of Hamilton*, *Sir Lamiel*, 5305 and a 'Jubilee' on the Settle-Carlisle.



***Steam Railway 1991 Review, volumes 1 and 2.***

Video recordings, each approx. 50 minutes and £11.95.

Volume 1 covers the first part of the year, including seven preserved locomotives over the S&C.

Volume 2 covers action in the late summer and into the winter of 1991, on the Keighley and Worth Valley line, North Yorkshire Moors Railway, East Lancs Railway and the Settle-Carlisle.

***The Waverley Route. Britain's Lost Main Line.***

DVD. 55 minutes. £15.95

Using archive film as well as looking at what remains of this former through route to Scotland, this DVD

Features a wide range of locomotive power and the locations once served.

**VIDEO 125. *Settle and Carlisle. Driver's Eye View and Bird's Eye View.***

**Video 125.** [www.video125.co.uk](http://www.video125.co.uk)

**DEVD 036, 2002.** VHS video and DVD. 1984. Approximately 95 minutes. £19.95. Written and produced by Peter Middleton, narrated by Geoff Druett. Produced in association with Arriva Trains Northern and the Railway Development Society. Full coverage is given of the journey on a Class 156 Sprinter service between Settle and Appleby, with edited footage from Appleby northwards. The views from the helicopter are particularly impressive.

**3DS SOUND AND VISION. *Steam over the Settle to Carlisle Railway 1983.***

**3DS Video Library, Skipton. 1984**

VHS and BETA video. £19.95

A comprehensive coverage of steam-hauled specials over the line with *Flying Scotsman*, *Lord Nelson*, *City of Wells*, *Leander* and the MR 'Compound' No. 1000 amongst others.

**10D VIDEOSTEAM PRODUCTIONS.**

***Steam Lives On – The Settle and Carlisle Railway.***

10D-014. Two DVD set. Two hours. £18.00

A fresh release by David Brownrigg of the DVD set of the Tele Rail product (see above) of the same title. Filmed in high definition and wide-screen format. Also included is some vintage footage of steam working and a contribution from former footplateman Gordon Hodgson.

## I. RADIO AND TELEVISION PROGRAMMES

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Resources in this category are generally of interest at the time of being broadcast and are not usually issued for purchase after the event.

However, a selection of known documentary programmes relating to the Settle-Carlisle line is given here in the hope that they might at some time in the future be repeated or made available for purchase. Inevitably, the list is incomplete and notification of any other programmes not included here would be particularly welcome for inclusion in order to help make the record as comprehensive and inclusive as possible.

### RADIO PROGRAMMES

#### **BBC LOCAL RADIO (LONDON).**

Jim Palm (Editor) of the programme 'Rail', *Penyghent Symphony*, broadcast 1982/3.

#### **BBC RADIO BLACKBURN.**

This local radio station ran several features in the run-up to the Centenary in 1976.

#### **BBC RADIO CARLISLE.**

'Compass' feature programme, presented by Nigel Holmes, 11 May 1975.

'The Highest Main Line in England'. Presented by Nigel Holmes, 16 January 1976.

#### **BBC RADIO YORK**

A feature with Bill Mitchell recorded on the train 1 August 2001.

#### **BBC RADIO 4.**

An edition of Gardeners' Question Time was recorded on board a Northern service on 30 September 2013, repeated on 13 September.

### TELEVISION PROGRAMMES

In recent years there have been an increasing number of programmes (for example, 'Countryfile' and 'The Dales') which include short sequences focusing on particular personalities or events related to the Settle-Carlisle railway. These are not included in the list below which incorporates full-length feature programmes devoted to the line as a whole.

#### **BBC.**

It has been reported that there was a 16mm film produced and presented by the late Bob Cryer MP, featuring the Settle-Carlisle railway. Unfortunately, no further details are currently to hand.

7 February 2010. Countryfile. Features Julia Bradbury, Mark rand, Tony Freschini and Jay Hartley, signalman at Blea Moor.

#### **BBC 2. *Mallard on the Settle-Carlisle.***

1988. 30 minutes. Superb coverage of part of the run made on Saturday 16 July 1988 by this iconic, record-breaking locomotive from the National Collection at York.

***The Train Now Departing.***

1988. 30 minutes. One programme in a series of six celebrating the glories of steam twenty years after its demise on BR workings. This programme focuses on the S&C route under threat of closure at the time and includes interviews with David Mitchell MP, railwaymen and some of those associated with the campaign to keep the line open, all against a backdrop of a special excursion hauled by No. 4498 *Sir Nigel Gresley*. Well written and narrated commentary by Anthony Smith, and superb photography. Now available as a BBC video, see Section H.

**BBC2. *Great British Rail Journeys***

2010. 30 minutes. Michael Portillo returns to the Settle-Carlisle for one programme in his pleasing series of railway journeys across Britain based on the Victorian 1840 Bradshaw's Railway Guide. As Minister for Public Transport in 1989 he was involved with the decision to keep the line open in the face of BR's request to close it, and he obviously enjoyed his return visit to the line he helped to save.

**BBC MANCHESTER. *Nairn Across Britain Series: The Settle-Carlisle Line from Leeds to Scotland.***

1972. 30 minutes.

An intelligent and thought-provoking commentary presented by Ian Nairn, taking the viewer along the 'Waverley' route as well.

**BBC NORTH-EAST. 'Awayday' programme.**

The folk singer Mike Harding introduces a 30-minute programme, produced in Newcastle by Ken Stephinson, in 1989 highlighting the line and its reprieve from closure. Various other artists who took their inspiration from the railways are also featured in this brief but informative programme.

**BORDER TELEVISION. *Steam on the Settle & Carlisle.***

This programme has been made available for general release. See entry under Section H.

**CHANNEL 4.**

***Blood, Sweat and Beer.***

2008. 50 minutes. The 'Time Team' with Tony Robinson visit Rise Hill tunnel and carry out excavations in the vicinity of the northern air shaft (No. 2) and attempt to reconstruct the railway workings and navvy settlement there. A most informative exercise, spoilt only by the appalling weather conditions encountered and the ridiculously short three-day time schedule allocated for the dig. Members of the Sedbergh Local History Group chip in with some useful background details.

***Restoration Man: Settle Water Tower.***

16 February 2012. 60 minutes. London, Tiger Aspect Productions for Channel 4. The programme followed the conversion of the only surviving tank house along the Settle-Carlisle line into a private dwelling.

***Restoration Man: Settle Water Tower.***

31 January 2013. 60 minutes. George Clarke revisits the restoration project but most of the programme is taken up with a re-run of the restoration of the tank house. Unfortunately, only in the last ten minutes is attention given to the exciting developments which have occurred since the first programme was made, namely the transfer from Network Rail Appleby yard of a Victorian hut (original purpose uncertain, but possibly domestic) dating from at least 1878 and its restoration for use as a garage.

**DISCOVERY CHANNEL.**

October 2004. The second programme in the *Trainspotting* series featured the Settle-Carlisle line.

**EVANGELISCHE OMROEP. *Rail Away: Leeds-Carlisle.***

2003. 25 minutes. A documentary programme featuring the delights of the line from the Netherlands television channel's 'Rail Away' series.

**ITV. *Jericho***

2016. A serial very loosely based on the building of Ribbleshead viaduct (called Culverdale viaduct in the series) and focused on an imaginary shanty town called Jericho, sited at the base of the viaduct whereas the real Jericho settlement was up at what we call Blea Moor sidings today. Created and written by Steve Thomson.

**YORKSHIRE TELEVISION.**

The regional features programme *Calendar* broadcast several programmes in 1984 at the time of the campaign mounted to save the line from closure.

**YORKSHIRE TELEVISION. *The Northern Line: The End of the Line?***

1985. 30 minutes. A programme broadcast nationally on 4 June 1985 at the time when the line was threatened by closure under British Rail. It was one of many high-profile publicity ventures which helped the campaign against the proposed closure gain such enormous support across the country. Narrated by Alan Bennett.

## J. MUSIC, DRAMA AND VERSE

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*Note: with the exception of 'Alice White', the lyrics of the many songs written about the Settle-Carlisle line have been excluded although they may be included in a future listing.*

### AIKEN'S DRUM.

**Leeds, John Birkby. 1981.**  
Stereo long play vinyl record.

This folk group started up in 1977 and on this first L.P. of twelve numbers the group includes their version of Mike Donald's *Settle to Carlisle Railway*.

### ANON. *Line Over The Fell: The Story of the Settle - Carlisle Railway.*

A musical evening celebrating the line, with music (with some original items), narrative and guest speaker Peter Horton. The occasion, date and location are not given on the programme, a copy of which is in FoSCL's archive.

### BRICKLES, D., EASTMAN, P. and ALLEN, W. *The Iron Way.*

**Unpublished. 1976. Written by Dennis Brickles, Peter Eastman (words) and Will Allen (music).**

A dramatic and colourful musical celebration of the building of the Settle-Carlisle railway written by members of staff at Settle High School (now Settle College) for performance during the centenary year of the opening of the line to passenger traffic.

### BURBIDGE, DAVID.

**Smithy Cottage, Farfield, Sedbergh LA10 5LW. Tel. 015396 21166. [www.lakelandvoice.co.uk](http://www.lakelandvoice.co.uk)**

A local folk singer and voice tutor from the Dales who leads choirs, workshops and courses in the art of singing. Many of his songs relate to the Settle-Carlisle line and are enjoyed by many on a regular basis on trains, platforms and other local venues. See also the feature by Sheila Bowker in *The Yorkshire Dalesman*, Section C.

### CHANDLER, STAN. *Settle and Carlisle Hymns and Tunes.*

**Stanley Chandler 1990. Hatfield Road Methodist Church, St Albans, Herts.**

52pp. Limited Edition and privately photocopied booklet, with words and hand-written music by the author, with introductory notes.

The 22 tunes in the collection take their names from places along the Settle-Carlisle line. "Methodism was born in song" – so states the *Methodist Church Hymn Book*. Non-conformity is strong in the Dales and John Wesley preached in Settle in 1777 and again in 1784, and so it is perhaps appropriate that this talented Settle-Carlisle devotee has come up with this collection of hymns which unashamedly declares the truths of the gospel which the early Methodists were zealous in proclaiming. In the words of the composer, the tunes here "are of a very bright character, except *Blea Moor*, which is in a minor key". Proceeds from the sale of this booklet were shared between Hatfield Road Methodist Church St Albans and the Friends of the Settle-Carlisle Line.

### DALTREY, ALAN. *Along the Settle & Carlisle.*

Alan Daltrey has composed several verses on locations along the route of the Settle-Carlisle line and these appear in an Anthology published in July 2010. His work is illustrated by the artist Nick Jones with whom he also collaborates in giving public presentations and exhibitions. He has kindly given permission for all the verses in the 2010 Anthology to be reproduced here. See also the entry for Nick Jones in Section F.

**DARLING, JULIA.** *Head of Steel.*

2005. In *Eating the Elephant and other Plays* (pp. 91-154); Newcastle upon Tyne, New Writing North.  
ISBN 0 9541456 4 X

First performed in October 1993 at Penrith, this play is one of many from the pen of Julia Darling. It is a powerful evocation of the harsh conditions under which the navvies lived, laboured and died during the construction of the Settle-Carlisle line. Woven into the drama is a sinister undercurrent which adds to the tension.

**DONALD, MIKE.** *North by North East.*

Galliard Ltd., Great Yarmouth. 1972. SBN 85249 154 9

24pp. Musical score and 7 illustrations.

Also available under the same title: a twelve track stereo long-playing record.

The published score is a compilation of eleven northern songs, with music, by the folk singer from Skipton. Included here is a telling ballad about the 1910 Ais Gill disaster entitled *Land of the Pennine God*. Four others are in collaboration with Roger Chappell.

**DONALD, MIKE.** *Through Peaks and Dales.*

Peak Railway Society, Matlock. 1982. PR001.

Two-sided cassette recording.

A collection of 13 folk songs including the composer's *Settle-Carlisle Railway*. Of related railway interest are items entitled *Peak Rail*, *Buxton Flyer* and *Riding the Line*.

**DONALD, MIKE; CLARK, I. and ROWE, C.** *Folk Train.*

Folk Heritage Recordings, Mid-Wales Sound Studios Ltd, Welshpool SY21 9AZ; released by The Yorkshire Dales Railway Society, Embsay, Skipton. 1970. FHRO 14S. Stereo 175mm 2-sided vinyl record, 45 rpm.

This recording comprises four tracks of folk songs relating to the railways of northern England. The first track is of Mike Donald's famous ballad *Settle-Carlisle Railway* and this is followed by his evocative *Visions of Cumbria* which captures the wild splendour of the Lake District, and its former railway and mining industries. Side 2 carries delightful songs by Christopher Rowe and Ian Clark, *Night Express - North Bound* and *The Permanent Way*, the latter being a lament of a lonely A4 Pacific locomotive as she lingers in a shed awaiting the breaker's hammer. On the cover is a photograph by Derek Cross of a rebuilt 'Royal Scot' at Bell Busk. Sentimental, romantic and thought-provoking throughout.

**DONALD, MIKE; CLARK, I. and ROWE, C.** *Yorkshire Songs of The Broad Acres.*

Folk Heritage Recordings Ltd, Mid-Wales Sound Studios, Welshpool SY21 9AZ; released by Dalesman Publishing Company (Clapham, Lancaster). 1971. FHRO 21. Stereo 2-sided long-play vinyl record.

A compilation of twelve of Mike Donald's popular folk songs on themes related to England's largest county. In addition to the *Settle-Carlisle Railway*, there is *The Land of the Old and Grey* (actually written whilst travelling from Appleby to Settle!) and *More Like Blackpool Each Day* (a humorous tribute to his home town of Skipton and how it reflects the problems which the Yorkshire Dales face from increasing numbers of visitors). Some of the other tracks, for example, on the Woodhead tunnel, the hand-knitters of Dent and Swaledale lead miners evoke harsh but romantic images of the past.

## GOULDER, DAVE.

This former railway fireman has composed many songs about the railways, two of them relating to the Settle-Carlisle. These are occasionally performed live on board trains running over the line and are well worth experiencing. Dave Goulder's work was performed live as part of a musical evening in York entitled "Running Down The Line" at the time when the Settle-Carlisle line was under threat of closure.

### *The Man Who Put the Engine in the Chip Shop.*

**Fellside Recordings, Workington, Cumbria. 1988. FEO65**

A stereo long playing record 33 and one-third rpm.

A collection of twelve songs released as a follow-up album to ex-fireman Dave Goulder's first album issued by Big Ben Records (BB.00.04) c. 1971. There are two Settle-Carlisle songs: *The Settle-Carlisle* and *Ais Gill*, the latter telling the tale of the Hawes Junction disaster of Christmas Eve 1910. A sound recording (from Audicord) of LMS Class 5 No. 5305 departing from Hellifield is introduced between the two songs. All twelve songs are included in the CD collection below, issued in 2008.

### *The Settle-Carlisle.*

**Song published by EFDSS Music.**

### *The Golden Days of Steam. The Railway Songs of Dave Goulder.*

**Fellside Recordings Ltd. P.O. Box 40, Workington CA14 3GJ. [www.fellside.com](http://www.fellside.com) 2008. FECD 221.**

A CD recording incorporating 38 songs with a railway theme. £10.00

Tracks 6 and 8 are the two Settle-Carlisle songs featured on the long-playing record listed above. A further selection of railway songs is included in this sprightly album, interspersed again with line-side recordings.

## GOWER, ROBERT (Ed.). *Praise and Thanksgiving.*

**Gresham Books, now at 19/21 Sayers Lane, Tenterden, Kent. TN30 6BW. 1985. ISBN**

In this collection of 77 new hymns for young people are three set to tunes named after locations on the Settle-Carlisle railway, namely Blea Moor, Dent and Arten Gill.

## HARPLEY, ALAN. *The Shamrock and the Rose.*

**Hampshire Publishing (Music) Ltd., Tarney Fors, Hawes DL8 3LS. Tel. 01969 667475. 1998.**

Music and lyrics by Alan Harpley, with additional music by Gillian Ash. Originally performed by the Hawes Amateur Operatic Society, the storyline of this colourful musical revolves around the relationships between Dalesfolk and Irish navvies brought in to complete Contract No. 5 of the Midland Railway's plan to link their station at Hawes Junction (later Garsdale) with the North Eastern Railway's branch from Northallerton to Hawes in Wensleydale. Available on video VHS.

## HOLDSTOCK, JAN. *Running On Rails: The Building of the Settle-Carlisle Railway - a Cantata for narrator, four voices and piano.*

**Scissett, Alan Simmons Music. 1997. A Cantata by Jan Holdstock. ISBN 1 87455 642 3. 40pp.**

This exciting work was specially written for the Northern Preparatory Schools Music Day held at Catteral Hall School, Giggleswick, in 1994 and was published in 1997.

## IBBOTSON, JACKIE. *The Building of The Settle to Carlisle Railway 1860 - 1875.*

**Unpublished. 1982. St Michael's Middle School, Rossington, Doncaster.**

A school play, with music, composed by Jackie Ibbotson and whose theme is the building of the Settle-Carlisle railway and which incorporates an intriguing storyline.

**KIRKBY STEPHEN GRAMMAR SCHOOL.** *Hard Labour: the fight to build the Settle-Carlisle Railway.*

**2009. 24 minutes.** Available on DVD.

A film devised by young people from Kirkby Stephen Grammar School with dialogue and music. See entry in Section H.

**POPE, KEN.**

Songwriter Ken Pope from Dentdale.

**WOODLAND, JIM.** *Running Down The Line.*

**1986.**

A play by Jim Woodland based on an original idea by Taffy Thomas. The play was originally commissioned by Renaissance Theatre Trust for Carlisle Great Fair and was first performed by Charivari, a nationally touring community arts group, at the Crown and Mitre Hotel in Carlisle on 25 August 1986. It included nine songs by Dave Goulder.



## VERSE

### **1. The Batty Wife Disaster**

*T.H. Burgoin in The Lancaster Guardian 16 December 1871.*

*This tale, one of at least two composed by one of the partners of the firm Burgoin and Cox appointed to supply provisions to the navvies at Ribbleshead during the construction period, was recited on several occasions to enthusiastic audiences of navvies and railway workers in the mission huts and reading rooms of the navy settlements as part of their weekend entertainments.*

In the northern parts of Yorkshire,  
Amid those towering hills,  
At the foot of noble Wharfedale  
My ditty here begins.

'Twas on a Saturday morning,  
The sun shone bright and clear;  
The children jump and shout for joy, -  
They think no danger near.

A handsome, smart young grocer -  
His name was William White -  
He put the horse into the cart,  
Which suddenly took fright.

The fear of danger none can tell,  
Round William's heart had stole,  
As he neared that awful precipice  
Which is known as Batty's Hole.

His voice it rose in agony,  
Which seemed to rend your soul,  
"Go, tell the master, horse and cart  
Have gone down Batty's Hole!"

Assistance came; full five strong men  
To move the cart, which stuck like lead;  
Poor William White sat trembling there  
Upon the horse's head.

At last, they freed the stupid horse  
From the dark and dreary waters;  
Kellem's clothes were spoilt, the papers lost,  
Loaves of bread were crushed to quarters.

At last they tried to release the cart,  
With difficulty did raise it;  
Said C ---, "I'll go to Dent myself; -  
They don't know how to drive it."

Again the horse was in the cart,  
All comfortably seated;  
But scarcely half a mile was passed,  
When the horse again it reared.\*

I muttered a short, but fervent prayer,  
I thought my time was o'er;  
Just then the cart it gave a jolt  
That sent us tumbling on the moor.

A potato now it marks the spot  
Upon yon lonely moor,  
Where Messrs C ---, T., and B.,  
Were thrown upon the floor.

*\* reared - reared up (The Yorkshire Dictionary of Dialect, Tradition and Folklore by Arnold Kellett, 2002)*

### **2. The Tramway Accident**

*T.H. Burgoin 1871.*

*The Lancaster Guardian (23 December 1871) records this as another of T.H. Burgoin's compositions recited by the author at the navvies' concerts on Blea Moor and at Batty Green. It apparently refers to the incident on the tramway in December 1871 when the engine and three wagons were passing over what was called the tunnel viaduct at the south end of Blea Moor tunnel. The last wagon ran off the rails into the chasm below, bringing with it the other two wagons and scattering their load of provisions which were subsequently pilfered by the navvies. Half of a fat cow, a fat sheep and other merchandise to the value of £16 were stolen that night on their way up to Tunnel Huts encampment. T.Burgoin seems to have developed a sense of humour which he turned round on himself to the amusement of all. The words of the ballad do not seem to have survived.*

### **3. Epitaph 1872**

*St Leonard's Church, Chapel le Dale. On the grave of James Mathers, the licensee of 'The Welcome Home' inn at Batty Green, who died on 29 April 1872 aged 45 years following an accident at Ingleton with a horse and cart.*

When I was in the prime of life it was through a fall I lost my life.  
No man in this world need boast of his might, he is alive in the morning and dead at night.

#### 4. Epitaph 1873

*Settle Churchyard. On the headstone above the grave of 19-year-old John Owen of Holyhead, who died when a crane fell on him in Langcliffe cutting on 18 February 1873. The inscription includes a verse in Welsh which reads:*

Ai mewn bedd mai loan bach o ie  
Ioan sy'n llwch bellach  
Ond daw'n ol ello 'n iach  
A'c ail yesi 'n fil tlysach.

*A literal translation is:*

Is it the grave where dear John is?  
O yes, John now is dust;  
But he will again return in health  
To second Jesus a thousand times more beautiful.

*although a more poetic rendering might read:*

Is it within a grave that dear John lies?  
O yes, John now is dust;  
But he will come again a thousand times more fair,  
In perfect health, when Jesus doth appear.

*With thanks to Michael Soames and the late Hazel Symes for help with the translation.*

#### 5. On the Death of John Griffith Owen of Holyhead

*In Poems in the Craven Dialect by Tom Twistleton, published by Wildman & Sons, Settle 1876.*

No farewells were spoken, no parting words said  
As he went forth at dawning of day;  
For little they thought, 'ere the morning had fled,  
That the summons would call him away.

His face was as bright as a morning in spring,  
His heart free from sorrow and shame:  
And, blythe as a lark, he would carol and sing  
Hymns, in praise of his Maker's great name.

And oft 'twas his custom, while plying his toil,  
To enliven the task with a song;  
Or, with friends interchanging the joke or the smile,  
To make labour pass lightly along.

He hath greeted his mates, at the cutting of rock,  
And to work they have gone with a will:  
Whilst he, humming a tune, kept time to the stroke  
Of the rattling hammer and drill.

The crane groaned and creaked and loud roared the shot,  
And the whistling engine ran by them:  
These were every day things and they heeded them not,  
Nor dreamed they that danger was nigh them.

But hark! a strange sound for a moment is heard -  
The crane, that o'erhangs them, is broken,  
And the heavy jib falls, ere a hand can be stirred,  
Or a sentence of warning be spoken.

In a breath, in an instant, it falls down the rock  
noonday,  
And the workmen are scattered below,  
But all, except one, have escaped from the shock;  
He, alone, hath received the fell blow.

The dry up the tear, and let sorrowing cease,  
When the body is laid 'neath the sod;  
For, rejoicing above at its release,  
The spirit is present with God.

They raise him up gently and utter his name;  
'Tis in vain - he hath breathed his last breath.  
The spirit hath fled unto Him whence it came;  
And the body is silent in death.

Ah! now, heavy sobs convulse the strong breast;  
And tears trickle down the hard face,  
As they take the remains of their fairest and best;  
And bear them away from the place.

Oh man in thy power! oh youth in thy pride!  
Trust not in thy strength or thy skill;  
When the messenger calls thee to lay them aside,  
Be prepared to submit to His will.

But how often it happens, that we of short sight  
Are apt to lament or complain,  
When death takes the hopeful, the young and the bright,  
While the wretch lingers on in his pain.

But Thou whose we are and whose the world is,  
Thou who washed out our sins with Thy blood:  
In Thy goodness and wisdom do'st nothing amiss,  
But arranges all things for our good.

Look down in Thy mercy and pitying power,  
On the parents who mourn for their son:  
Give them strength to look up in affliction's dark hour,  
And say, "Let the Lord's will be done."

Though his sun has gone down, ere it reach'd the  
Though sudden and fearful the blow:  
Yet, pause and reflect, he hath but gone the way  
We all, sooner or later, must go.

## 6. The Wreck of The Scotch Express: 24 December 1910 (The Hawes Junction Disaster)

*J.H.T. in The Craven Herald 10 January 1911.\**

1  
‘Twas midnight at St Pancras,  
And the ‘Scotchman’ was due away,  
With her happy load of passengers,  
Bound North for Christmas Day.

2  
What greetings and hand shakings,  
What talk of the olden time,  
“Eh, Sandy mon! Glad to meet you!  
Travel we’us for Auld-Lang-Sayne.”

3  
Chatting like this they look forward  
To meet friends who await their return  
O’er the border in canny Scotland,  
The land of the brae and the burn.

4  
Right away the ‘Scotchman’ hurried,  
Proud of her terrible might,  
Leaving Leicester and Leeds behind her,  
Forging northwards through the night.

5  
As past Hawes Junction she sped,  
“Line clear!” was the signal given,  
But ‘twas wrong (man’s memory had failed him),  
Would God, those words he’d never said.

6  
Over the windswept Pennines,  
Pierced by the wintry blast,  
With a hazy mist surrounded,  
Two-thirds of her journey passed.

7  
Without any note of warning,  
While the storm at the window lashed,  
Into the rear of the pilot,  
Headlong the ‘Scotchman’ crashed.

8  
Oh God! what a rude awakening,  
It seemed like the fates of Hell,  
Wind and fire and havoc,  
Away on that lonely fell.

9  
Some of them jammed and fettered  
With the fire all raging around,  
Facing death, and yet helpless,  
By the framework pinned and bound.

10  
Helpers, both ready and willing,  
But powerless in the fight,  
Oh God! The irony of it,  
Was ever there such a sight.

11  
Shrieks and cries heartrending,  
Were met by both effort and will,  
But the fiery flames were master,  
And soon all was hushed and still.

12  
Hushed and still for ever,  
Charred ashes are all that remain  
Of ten of those ill-fated passengers,  
Who had travelled in that train.

13  
Aghast, they all stand in horror,  
Their hearts with sorrow full,  
And out of the debris gather  
Fragments of spine and skull.

14  
Sad were the hearts of their comrades,  
And many a tear was shed,  
As they slowly bore to the Moorcock,  
All that remained of the dead.

15  
And there in that moorland chamber,  
Far from home and from all they loved best,  
They waited “for someone” to claim them,  
Before passing to their final rest.

16  
And as hearts filled with fear gathered round  
them,  
Afraid lest some clue might be traced,  
Fear and hope lest some trinket still lingered,  
Though the visage was rudely effaced.

17  
On rude biers to the graveyard they took them,  
Amid sorrowing crowds they were borne,  
And there in their “Master’s keeping”,  
They await “Resurrection Morn”.

\* The verse is attributed to John Thwaite of Hawes.

## 7. The Beast of Blea Moor

*T. G. Flinders, in On The Settle & Carlisle Route. 1981.*

1

One Autumn eve when I was young  
and steam was growing old,  
I stood upon a heathered hill  
above the Widdale road.  
And higher yet cloud tousled heads  
of mighty Ingleborough,  
Scorned with a grey indifference  
my trespass on Blea Moor.

2

How great appear the works of man  
beside the valley stream.  
How small when viewed from off the hill  
becomes the human dream.  
As ever higher rise the hills  
the more man seeks to climb  
And prove himself the master yet  
of Nature, space and time.

3

Sovereign I stood upon the heights,  
my thoughts omniscient  
But feeling in that awesome place  
still insignificant.  
At one with moor and sky and wind:  
free Fancy's wings unfurled.  
Was I a speck no more than dust,  
or dreamer of the World?  
Wait: for an alien call disturbed  
my transcendent commune.  
Borne on the wind across the fell  
came a melodious tune.  
Did brave Diana hunt the Chase  
across the Langstrothdale?  
Or were the howling Valkyries  
out riding on the gale

4

Again the call, as of a horn  
but now another sound;  
Of distant hooves of some great beast  
that lordly pawed the ground.  
Rising and falling on the breeze,  
yet ever nearer came  
And then, outlined against the sky,  
a proudly flying mane.  
Onward it came with furious roar;  
raging across Selside,  
Once checked its pace, as if the power  
had failed to match the pride.  
Then on once more, balance regained,  
storming into full view;  
Out on the limestone viaduct,  
sounding a brave halloo.

5

Slowly each arch around the curve  
showed progress on the way.  
The proud mane now stood out ahead  
marking the wind's strong sway.  
Past Gunner Fleet and Winterscales  
and into Little Dale;  
below me now, pace quickening,  
snorting the last assail.  
The mane tossed briefly at the point  
where Force Gill crossed the ride  
And then the beast was lost to sight:  
plunged in the black moorside.  
A light came on in Blea Moor box;  
imagination palled.  
Thoughts of hot soup put dreams to flight:  
a lone sheep curfew called.

## 8. Woodenclog The Driver Dog

**From *Old Peacock's Book of Practical Dogs*,  
with acknowledgements to T. S. Eliot.**

*Ian Peacock in the magazine of the British Alsatian Association, 1968. Reprinted in FoSCL's Newsletter No. 44, May 1991.  
The author wrote this verse in 1968 for his daughter and the real dog's name was Hannibal Barca of Dale.  
He obtained special permission to take the dog to the Carlisle marshalling yards for a photoshoot in the cab of No. 44932.*

If you're going to the station, you may see a big Alsatian,  
That would bite the pants off anyone in sight,  
Making offerings most votive to the leading locomotive,  
As he oils it up for thundering through the night.  
You can bet yourself a fiver he's the Foreman Canine Driver,  
He's the Captain of the loaded Leeds Express,  
About to leave in style from the station at Carlisle,  
After licking all the Guards at games of chess.  
He knows he can't be late, as he mounts the steel footplate,  
He's got to see the loco gets its power:  
There are people to placate on the halt at Armathwaite,  
Where he knows that they've been waiting for an hour.  
So he pulls the whistle cord, and the Guard shouts 'All aboard'  
And the passengers start settling in their seats,  
There impatiently to freeze until a wandering Pekinese  
Shall arouse them with his cry of 'Tickets please'.  
Their timing's fair and even as they roar through Kirkby Stephen,  
Till the fireman nips his tail between the buffers:  
Oh! What hope of success for the loaded Leeds Express,  
If the firing is entrusted to such duffers?  
There's the gale at Pen-y-ghent, and the long up-grade to Dent;  
There's the Garsdale bend to circumnavigate,  
While a miscellaneous bunch of poodles serve the lunch  
Of disinterred bone upon a plate!  
Now it's like a dreadful dream, for the loco's losing steam,  
But a fix like this puts Clog upon his mettle,  
And determines him to risk it as he burns his breakfast biscuit,  
To get power to see him into Settle.  
Now the journey's nearly done, and it's been a record run,  
Though his collar, lead and licence fed the flames:  
By this sacrifice of treasure, he's maintained the boiler pressure,  
And gained his place in Britain's Noted Names.  
So should you ever be in Leeds, through your future travelling needs,  
Keep your eyes peeled for a German Shepherd Dog,  
And then you can boast the while that you've travelled to Carlisle  
With that Famous Furry Figure - Woodenclog!

## 9. A Seven Hour Wasted Journey

*Norman Willis, former General Secretary of the Trades Union Congress. 1983.*

*The verse originally appeared in The Sunday Telegraph Magazine and was reprinted in the FoSCLA's Newsletter No. 29, November 1987. It was apparently inspired by an unintended journey over the line on May Day 1983 when Mr Willis' train from Carlisle to London was diverted over the Settle-Carlisle route. Faced with a seven hour journey instead of the anticipated four, Mr Willis was understandably displeased at the outset but the splendour of the scenery on the S & C made such a deep impression on him that it led him to pen this short verse to express his change of heart.*

And the Line that goes by Settle  
Is a sight that you should see,  
For there's Ais Gill, Blea Moor Tunnel,  
Kirkby Stephen and Appleby.  
And in between, and in between  
The misty high hills wait,  
A hundred shades of grey and green  
(Who cares if you get in late?).

## 10. Just Deserts?

*Jean Firth in FoSCL's Newsletter No. 12, March 1984.*

Ah've telled thee't tale o't navvy lads, yon Gipsy, Mick an Batt  
At worked at makkin't railway lines on't 'ills an ower't flat.  
Ah've telled espec'lly hah they worked for mile on weary mile  
To lay yon weel-known track at runs fra Settle to Carlisle.  
An so's them Navvies aren't forgotten after all this time  
They sud ev a memorial. Summat prahd an fine.

It's full a 'undred year sin at them navvy fellers tewd  
An dug an filled wi muscle-pahr, wi tooils but rough an crude.  
Aye! Ower a 'undred year ago them navvy lads began  
On't toughest, prahdest railway at wor iver seen bi man.  
An so's them Navvies aren't forgotten after all this time  
They sud ev a memorial. Sumat prahd an fine.

They dug aht cuttins, then went on to use theer owerspill  
To thraw-up gurt embankments at ud reach fra 'ill to 'ill.  
They blasted deep i't rock, weer man ed nivver been afoor  
An gie us full two thahsand yards o tunnel at Blea Moor  
An so's them Navvies aren't forgotten after all this time  
They sud ev a memorial. Summat prahd an fine.

They gie us mighty viaducts at Ribble'ead an Dent.  
An shanty tahns sprung-up through't land, weerivver't Navvies went.  
Aye! Shanty towns wi names like "Jericho" an "Batty Wife"  
Were separate communities weer't Navvies spent theer life  
An so's them Navvies aren't forgotten after all this time  
They SUD ev a memorial. Summat prahd an fine.

An so, wi just brute strength, they conquer't summat at Aisgill  
An produced yon bonny viaduct we knaw as Arten Gill  
An bored Blea Moor, an wrote yon poem-i-stone at's Ribble'ead.  
An so's them Navvies aren't forgotten after all this time  
They've gat, as their memorial - T'Clooasin dahn O't Line!!

## 11. Untitled

*T.G. Flinders in The Settle & Carlisle Route Revisited. 1985*

1  
A childhood day I well recall,  
High in the Yorkshire Dales;  
Wind borne the curlew's haunting call;  
Clouds were the Zephyr's sails.

2  
I dreamed myself the only one  
To ever pass that way;  
Lulled by the lapwing's haunting song,  
Watching the young lambs play.

3  
Yet even in that lonely height  
The hand of man was seen;  
Tracings of steel caught in the light;  
Sought to intrude my dream.

4  
Then as a train steamed round the bend,  
Sky-high above the gill,  
Effort and power bent to rend  
Silence from off the hill.

5  
Where from it came I never knew:  
The curlew did not care,  
Both briefly made a great to-do;  
As quickly were not there.

6  
Moorland again was Nature's own;  
All grass and sky and streams,  
Leaving me even more alone,  
Living a world of dreams.

7  
Grown up to love that northern land  
Where man can touch the sky;  
Patient and waiting, just to stand  
Watching the trains pass by.

8  
Now they're no more but every hour  
Spent on the S. and C.  
Still charges me with mystic power  
Setting full fancies free.

9  
There cannot be its like again:  
Highborn of stone and steel.  
Those viaducts which still remain  
Will hardly bear a wheel.

10  
But sometimes 'neath the shroud of night  
Ghostly, my train still steams,  
Raising from every hill and height  
Echoes of childhood's dreams . . .

## 12. The Settle and Carlisle.

*D. F. Ketley. In FoSCLA's Newsletter No. 26, February 1987.*

Garsdale, Dent and Ribbleshead  
on moor and rocky pile,  
In northern rugged grandeur  
of the Settle and Carlisle.

Black holes blasted through the rock  
Blea Moor, Culgaith, Rise Hill,  
red sandstone of the Eden Vale,  
stone arch at Arten Gill.

Heroic tales of footplate men,  
the long-drag through the snow,  
An isolated signal-box,  
a distant station's glow.

Brave men were these who laboured long  
to carve each stubborn mile,  
And still brave men fight on to keep  
the Settle and Carlisle.

### 13. The Legend of Batty Moss.

*Ian and Andrew Gordon in Settle to Carlisle Walk. 1988.*

1

The end of May, 1888  
A ganger on line did meet his fate,  
The night express was charging, full of steam  
From the depths of Blea Moor, like a Devil's dream.

2

His lantern alight, he jumped the line,  
The driver oblivious couldn't stop in time,  
The light went out, no cries of pain,  
For a century later, He'd roam again.

3

Four packers walking, from Settle to Carlisle,  
Pitched camp, not far, upon the twelfth mile,  
The billy cans boiling, the soup and the bread,  
A ghostly legend had rose from the dead.

4

The night drew in an eerie smell,  
We turned our gaze up Whernside Fell,  
A light did flicker, and caught our eye,  
No farm, no house, built up on high.

5

No car, no cycle, the light did march,  
From Ribbleshead Viaduct's seventh arch,  
Was this vision, the mist playing a trick?  
No, 'twas the Batty Moss Phantom on a pogo stick.

6

The ghoul bounced closer, through grass and mud,  
No face could be seen, beneath the black hood,  
We stood in amazement, as away he went,  
And vanished into the night, toward Pen-y-Ghent.

### 14. Settle-Carlisle – A Tribute

*Zoe Nother. In FoSCL's Newsletter No. 38, November 1989.*

The border is calling, Carlisle, here we come  
and as we go northwards, the dead voices thrum.  
Through tunnels, on bridges, the memories fly,  
such hard work and effort caused hundreds to die.  
On Settle's neat station the flowers nod and dance  
they add to our pleasure a sense of romance.  
From Horton the view is breathtaking both sides  
near quarries of limestone the three peaks arise.  
At Ribbleshead, slowly but surely we cross  
the viaduct built with such terrible loss.  
With needles a clicking the Dent women sat  
the wheels of our train still remind us of that.  
Next Garsdale, the hub of umpteen walkers' tracks  
the train spews them out with their macs and back-packs.  
To Appleby next at the time of the Fair  
but who'd go by horse when the train gets you there?  
Through Eden's fair valley our train wanders on  
the rigorous heights have been conquered and won.  
At last in the distance, in rosy sunshine,  
Carlisle Citadel. It's the end of the line.



## 15. In Celebration of the Reprieve of the Settle and Carlisle Line

*W. Black in FoSCL's Newsletter No. 40, May 1990.*

Now the battle has been won  
and we can breathe again,  
let's honour those who fought so long –  
they laboured not in vain.

With pen and paper and with voice  
they pressured without fail,  
and all the wiles of those in power  
proved of no avail.

So Ribbleshead and Arden Gill  
those monuments of stone,  
still honour distant men who built  
with aching flesh and bone.

And in days joyous yet to come  
when all around is still,  
the sound of whistles will be heard –  
there can be no greater thrill.

We shall hear the locos panting  
as they labour to keep pace,  
then, triumphant, breast the summit  
of that wild and lonely place.

So fell and moor, the Three Peaks e'en,  
will wear a happy smile,  
to hear again the glorious song  
of the Settle and Carlisle!

## 16. Ribbleshead Station

*Barbara Watson in FoSCL's Newsletter No. 46, November 1991.*

Little frequented at this altitude  
The lonely, windswept platform stands  
and waits: The years of undeserved neglect  
have taken toll, And now, almost too late,  
A gleam of hope shines.

Reprieve, renaissance, call it what you will:  
What's in a name if hope is raised? Old –  
fashioned words and qualities come flooding back  
Like service, pride, reliability, that made  
and earned, a reputation.

One needs imagination now to feel  
And sense the confidence there must have been,  
When men believed their work in stone would stand  
for ever; Never dreamed that change would intervene  
And drear dilapidation reign.

Inevitable change – if only it  
could build on what has gone before,  
And not decry the efforts of the past  
in thoughtless disregard; then young and old  
could work together.

Crumbling a little more as each day slips  
away, On swift, relentless wheels of time,  
The lonely, windswept platform still waits on  
in silence; Would that fortune's wheel would turn  
Before it is too late.

## 17. FoSCL Whims

*Olive Daniel in FoSCL's Newsletter No. 48, May 1992.*

Chuff, chuff, chuff – the ancient engine said,  
as it puffed laboriously up to Ribblehead.  
“I know that I can do it, and can't let FoSCL down.  
Besides, you know, I'm Royal, and not just a diesel clown.”

Carriage One remarked “So what? – you think you are a snob.”  
“Oh no I don't!” said P.M.R., “I only do my job.”

In the opposite direction a distant noise was heard,  
Could it be the D.O.H.? She is an early bird!  
But as they drew towards each other, Carriage Two did shout  
“You stupid girl, you are quite wrong, I know without a doubt.

It's not the Duchess drawing near, it's the Duke, he sings his song;  
But have no doubt, the Duchess will quite soon be along.  
It is the other Royal – the Duke of G. no less.  
Don't tell your mistake to the boss and get us in a mess.”

By this time Carriage Number One was getting agitated:  
Because, you see, she was in love and held her breath abated.  
But then the Duke's whistle rang out clear, just like a bell that peals.  
So now she smiled with pleasure as she settled on her wheels.

And now a platform was in view, the Station Master smiled.  
He knew a thing or two, that one, and never was beguiled.  
He bowed to greet the P.M.R. – she made her presence known –  
“Toot toot!” from happy Princess, true colours she has shown.

Eventually they reached Carlisle, so now could have a rest,  
For P.M.R. had worked so hard and once more passed the test.  
She's bright, she's smart, she's loved by all, and so too are the others.  
They've got a lot of backing up, despite their diesel brothers.

|              |                   |   |
|--------------|-------------------|---|
| <i>Note:</i> | <i>P.M.R.</i>     | <i>BR No. 6203 Princess Margaret Rose</i> |
|              | <i>D.O.H.</i>     | <i>BR No. 46229 Duchess of Hamilton</i>   |
|              | <i>Duke of G.</i> | <i>BR No. 71000 Duke of Gloucester</i>    |

## 18. Verse inspired by a walk from the Settle and Carlisle Line

*Christine Roberts in FoSCL's Newsletter No. 49, August 1992.*

Have you seen the valley of the Eden,  
When every leaf is shining?  
And the place where the river quickens,  
And the soft larch trees are twining?

And have you stood at Garsdale,  
Where the naked moors stretch away,  
With the black fells round the distance,  
And the station, old and grey?

And have you seen the Marguerites,  
The willow-herb and clover?  
And the Midland Railway's triumph,  
Soaring over?

## 19. An Ode to the S & C

*Mike Dickinson in FoSCL's Newsletter No. 51 February 1993.*

I have to make a final plea  
To save the mighty S & C.  
Decision time is no doubt near,  
Objectors live in hope and fear.  
Hope, that this magnificent line  
Will still survive the test of time.  
Fear, that future generations  
Will look at us with consternation:  
How could we treat this monument  
With hidden stealth and sheer contempt  
For those who toiled to build this line  
And those who died before their time?  
A line which joined two conurbations  
Between two vital city stations.  
No motorways to take the strain  
When closure took away the train.  
The Channel Tunnel on its way  
The S & C no part to play?!  
A real jewel in BR's crown,  
A crown they did not wish to own.  
For those who lived beside the line  
The trains no more to tell the time.

For those who loved the countryside  
Another place to find to hide.  
For those who travelled far and wide  
A longer time to have to ride.  
A line as fine as any built,  
Closed without a pang of guilt.  
Our heritage destroyed at will  
No matter what the final bill.  
So why in nineteen eight-eight  
Did one man choose to close the gate?  
A gate which could have saved the line  
If only he had seen the time  
When motorways were chock-a-block  
And railways needed all their stock  
To keep the nations on the move:  
There's really little more to prove.  
That time is now. The gate's still open  
All the words have now been spoken.  
The nation needs the S & C  
Please, please heed this final plea.

3 April 1988

## 20. Untitled

*Seen in the waiting shelter at Ribbleshead station. A verse by El-Emm Essar.  
In FoSCL's Newsletter No. 61, August 1995.*

Your interest in this station is much appreciated and it is regretted that waiting arrangements are so very wretched and deplorable. The station buildings are now no longer considered safe enough to use so British Rail can only allow this small waiting area for you to wait in. The station carer is not allowed to attempt any repairs!

So – think, in this battered caravanserai  
Whose aged doorways now reveal decay  
On such a scale – alas, who would believe  
That once the MIGHTY MIDLAND here held sway?

Midland, with its unrivalled reputation  
Honestly earned through service to the nation,  
(Waiting Room fires, oil lamps, burnished door knobs  
And no such thing as e'er a shabby station).

Midland is gone and L.M.S. likewise;  
B.R. now reigns – sadly cut down in size  
“Uneconomic”, “Had its day” they cry –  
Far easier than trying a new guise.

They say the iron road has had its day  
Where navvies toiled and dug the boulder clay;  
But is it really so? Nay – need it be?  
Were it articulate what would the WYVERN say?

Batty Green is gone with all its griefs and woes,  
Sharland's theodolite – where no one knows,  
Yet elements that challenge man remain;  
The gale-force wind at Ribbleshead still blows.

The "Hill Inn" and "The Station" do their best,  
To fill the cup for traveller and guest,  
As "Welcome Home" once slaked the thirst of all  
Those sons of toil long gone now at rest.

All things both good and bad must pass away:  
Old time runs swift – we too shall have our day,  
E'en Beeching that great hunter with his axe  
Abode his hour or two and went his way.

But list! The angel with his draught draws near.  
Go! Board the Sprinter NOW and never fear,  
For lo! a not too distant future comes  
When both the LINE and WE shall not be here.

Go, ride! Explore the line with great élan,  
See primroses and cowslips while you can;  
Better be merry with old friend B.R.  
All "Friends" together – there's no better plan.

For fate decrees that even rails shall rust,  
Stout king piers fall and crumble into dust,  
And moss-grown platforms shall be whipped by winds  
That blow eternally because they must.

When Arten Gill and Ribblehead maybe  
Have joined the ruins of antiquity,  
And stationmasters' gardens are a myth  
Dust blown and sunken in aridity.

Perhaps you will allow me to opine  
How lucky we, to have lived at this time  
To see the SAVING of THE LINE – and more  
For we have known, and loved, the LIVING line.

And listen – should you hear that I am dead  
Remember this – there must be no tears shed,  
No honeyed eulogy, no obsequies,  
Just hang a wreath for me at Ribblehead.

## 21. Closing the Box

*Ken Harper in FoSCL's Magazine No. 112, May 2008.*

*Ken Harper, recently retired after a lifetime career on the S&C and beyond, rescued for posterity the very last Train Register from New Biggin signal box. The box opened in 1890 and closed of 14 December 1973. The final entry, in the same meticulous hand as the day to day entries was this:*

I've sent my last 'Line Clear'  
The bells will sound no more  
In the name of progress  
This box has had to go

No more arguing with a guard  
About the train in front mate  
They have sold yard to Thos Ward\*  
And shut the bloody gate

For twenty long year and more  
I've scrubbed this cabin floor  
The windows and the brasses too  
And shifted privy soil from the loo  
And at the closing of this shack  
Should I sit down and cry  
Not upon your Nellie - Jack  
I'll go and join Frank Sly\*\*

The S & T will visit here  
And for souvenirs will scratch  
But nothing they will find will match  
My seven and twenty years

And now my turn of duty o'er  
My 'bobby's' job is past  
This entry in the book I make  
Is positively the last

\* Thomas Ward - demolition and scrap contractor of Sheffield

\*\* a permanent way ganger

## 22. A Ribblehead Romance

*A poem by Eric Hope, 2010, posted on Nick Green's website, and reproduced here with permission.*

You'll have heard of that wild country railway  
Goes from Settle right up to Carlisle  
Past Pendragon Castle and Mallerstang  
Where there's curlews and bogs by the mile.

In a place not a long stride from Garsdale  
Where the station sits stark on the fell,  
Lived a young lad – Montgomery Theakston  
Who carried a candle for Nell.

Now Nell was his true love and sweetheart,  
Who he'd treasured since Junior Three.  
Fell in love over crates in the corner,  
When school milk, in bottles, came free.

But Nell lived at Ribblehead Viaduct  
Her dad was a signalman, see,  
Who had long gangly arms from his levers,  
And lived on baked beans and cold tea.

To court her Montgomery Theakston,  
Had to visit his true love by train,  
Going out on the seventeen twenty each night,  
And back so it seemed, on the same.

One night, as he travelled back counting the stars,  
With the guard he was having a crack.  
They talked about landslides, the price of good coal,  
And the leaves that fell on the track.

"They're changing the stops on this railway, you know"  
Said the guard with a tear in his eye.  
"And the station at Ribblehead's closing, lad,  
As of Friday, all t'trains will pass by."

"They cannot do this to us, and what about Nell?"  
Said young Theakston, his eyes all aflame.  
"It's a long road from Garsdale to Ribblehead,  
And there's more time for cuddling, by train."

Montgomery Theakston, that night in his bed  
Lay troubled, his face lost in frown,  
Till at daybreak a solution came into his head,  
If trains will not stop, they'll slow down!

On the Friday his plan to the driver he put,  
Making much of his love for the lass,  
The driver agreed and tomorrow arranged  
He'd slow down, as the station he passed.

Approaching the viaduct, Saturday night,  
Young Theakston's heart was a flutter.  
If the plan worked then fine, he'd be kissing by nine,  
If it failed, he'd be branded a nutter.

Leaning out from the cab as the platform approached  
Holding on with one hand to the door,  
Montgomery Theakston was running to Nell,  
His feet all a blur, on the floor.

As the train lost momentum, he let go the door  
As true love arms beckoned, slowed down,  
When hands on his collar pulled him back on the run,  
And a voice in his ear, made him frown.

"Eee lad, that were close," as the guard pulled him in,  
And the train gathered speed from the station,  
"Good job I caught you or you'd have been left  
On the platform, in rage and frustration."

"Don't mention frustration," cried Theakston, enraged,  
His face so scarlet, it shone,  
"I've come through from Garsdale, you whistle brained  
fool,  
I'm trying to get off, and not on!"

### 23. Chartered Steam on the Settle-Carlisle

*John Killeen, in Limestone Lovescape, 2010. Ingleton, Pendragon.*

A dense roar of tunnel, an Arcadian dale,  
A black 4-6-0 on the wild Midland rail,  
A majestically lumbering hundred ton kettle  
Bubbling and boiling up the Long Drag from Settle,  
Re-drumming the rhythm of Auden's *Night Mail*,  
Through the echoing fells that enclose Eden Vale.

Ribblehead Viaduct, twenty-four arches,  
Yorkshire to Westmorland, spanning the marshes:  
Mallerstang Edge and Wild Boar Fell  
And a gill on the right that's named after Hell,  
Then hissing and clanking through Kirkby and Appleby  
Before cruising at seventy downdale to Langwathby,

Then many a level and languorous mile –  
 Obsolete power in magnificent style,  
 Its music and mystery now side-lined in exile  
 But it stirs every heart when it enters Carlisle.

## 24. A Requiem For Steam

*John Kileen. 2011*

A diesel's oleaginous lotion  
Fuels only a dull automation  
That rarely arouses emotion  
And hardly ever a lifelong devotion.

But a steam-engine's jazzy dynamic  
Is sensuous, living, organic -

It warms itself up before it goes,  
It snorts, it spits, it hisses, it glows,  
It feed on hot cinders, it blows down its nose,  
It smokes and it drinks,  
It belches and stinks,  
It bellows through tunnels  
Firing filth from its funnels.

'The Cock O' The North' and 'Sit Nigel Gresley'  
Can rock a lot better than Elvis Presley.

It can growl like a cougar  
Straight through Chattanooga:  
It can hammer the metal  
From Carlisle to Settle:  
It trundles and rumbles,  
It grumbles and bumbles:  
It groans and it squeaks  
In among the Three Peaks:  
It clatters and chatters,  
It yatters and natters -

And then softly calms down its own wild orchestration  
To enter in splendour some far destination.

There are times when a modernisation  
Bereaves us by sense-deprivation,  
So farewell to the glory we've known and we've seen -  
A requiem for Steam made to run out of steam.

## 25. Postscript

*Gordon Allen in FoSCL's Magazine No. 123, February 2011.*

*Written in the context of a very informative and detailed article entitled 'Renewing the S&C'  
which explains the significance of the removal and replacement of the last remaining main line portion  
of jointed track on softwood sleepers throughout the length of the line between Hellifield North and Carlisle.*

For some the end of the jointed track  
With its unforgettable clickety-clack  
Is seen as a loss to the quality of ride.  
So, to those people, let me in secret confide,  
That if they listen hard, and keep the faith  
There's four lengths left on the Down at Culgaith!



## 26. A First Journey on the Settle-Carlisle, May 2009

*Kay Veitch in FoSCL's Magazine No. 120, May 2010, p. 25.*

I have never travelled this way before  
The landscape is on the diagonal:  
South east beside the Eden –  
Miles of farming fields, banks shadowed with bluebells  
Rust-rose sandstone of walls, houses  
And where the rock shows through.  
Good to be so far from roads.

I see the far side of the hills of home  
Here are the richer homes of richer people:  
See – a deer park, each tree with its own fence.

Now into a ravine – who dug it out?  
Through a tunnel, my ears press. Then

Hills of the north recede in shades of grey;  
Long rounded skylines; far off the only road  
A farm with moors at its background

And a beck alongside.  
We rise past stone walls, stone barns, across  
A stone viaduct till  
At the crest a curtain of waterfall  
Shelves, foams, dashes.  
So into a higher dale: a plateau of flatter fields  
And a wider sky  
Long, long horizons  
The furthest hill  
Falling off at a steeper edge  
Empty swathes of wild  
Ridges of pale rock  
Stones – once walls, roofless barns.

Now descending by the Aire – wide and mild  
Instead of sheep, cows in buttercup meadows  
A fast road parallels us a field away  
Cars outpace us; mill chimneys edge the town  
A cricket game, executive homes, a 60s' box  
Elegant folk join us;  
A long-legged girl in a skimpy net skirt waits by the door.  
The city now.

At the end of the day  
We reverse the journey from ample lowland  
North west on bleak hillsides, traversed in fading light

See where the thin skin of grass  
Was torn to expose the rock  
To be quarried, chipped, carted, piled  
Leaving the scars of manworks  
Still on the rolling wild  
And men were taken from their own stony hillsides  
Carted in wagons to the trackless moor  
And set to build this marvellous iron road.  
And many died in the work, many were maimed  
Did anyone think it should not be this way?

What do I do with the conflict in me  
Considering such great achievement at  
Unrepayable cost?

## 27. Along the Settle & Carlisle

*Verses by Alan Daltrey to accompany an exhibition of paintings by Nick Jones and published in their Anthology, 2010.*

### Grand Fettle

I love the smell of steam,  
The hiss of heat and oil;  
Of coal and smoke I dream,  
And engines on the boil.

I love the stoker's face,  
Its sweat and reddy grin,  
He lets me shovel coal,  
And so wish I was him.

I love it when we start  
The pressure builds and builds;  
The first explosive shunt,  
The passing trees and fields.

The black smoke as we climb,  
The tunnel's darkened roar,  
The clatter of the viaducts  
Along the rails we soar.

Above the Eden Gorge,  
The rattle and the rhythm,  
It's like a blacksmith's forge,  
By heat and hammer driven.

The highest point is Dent,  
A climb of a thousand feet.  
Three million pounds were spent,  
Enough to buy Downing Street.

Six thousand worked on the line,  
Seventy three miles of track,  
Fourteen tunnels were mined,  
Twenty two viaducts from scratch.

Ribblehead is magical,  
Twenty four arches in all,  
A wild moor cathedral  
Over a hundred feet tall.

I wish it would never end,  
This journey into Settle,  
The rails still curve and bend  
And all in such grand fettle.

### Midweek at St Mary's, Armathwaite

Sun pressed stained glass, intensities of blue,  
her robe, the sky, the blue bells of Eden.  
Burne-Jones' blue Madonna prays,  
more like a haloed Venus in rainforest  
the hills of a lost paradise behind her.  
Her blue light brightens dusty shadows,  
lights up a shady sadness in the empty nave,  
picks out one of the millennium tapestries:  
Armathwaite shop and post office switched by I.D.  
Midweek St Mary's, noiseless pews unweighted,  
organ silent, her dust undisturbed by the breath of song.

Outside, one of the oldest gravestones reads:  
In memory of Mary Bell, wife of John Bell,  
Fourth son of Wm Bell of Denton,  
Who died Feb 3<sup>rd</sup> 1775 aged 61 years.  
It lies close to a yew tree, the red sandstone  
unflaked, the chiselled words still clear  
two hundred and thirty two years later.  
No words record the fate of husband John  
baptised by Christopher Rickerby  
the first incumbent, and buried  
by Benjamin Brown, the seventh.

A clatter from the tunnel above the river,  
the Carlisle train shunts air downrail  
towards the station on the hill  
and the tension in a thousand churchyard webs  
falters fractionally.

### Yellow Signal Box, Armathwaite

hands on levers  
changing points  
moving rails  
in new directions  
the signalman  
in control of the track  
he's long gone  
the routes changed  
sidings abandoned  
signals automatic  
the high control box  
disused

but it's still there  
freshly painted  
a defiant yellow  
levers pushed forwards  
towards some new  
turning point

### Red Lamp, Langwathby

I like your red lamps, Nick,  
that link each piece  
with lines of colour,  
light up the stations of the cross-Pennine railway,  
each Midland station building  
unique in stone and detail  
but linked by curled weatherboards  
and strong triangular gables.

bridge and platform  
illuminated for the emergent  
traveller, paused between  
excursions, looking around  
to get a sense of place  
before getting on or off,  
something familiar,  
touchstones of lamp and chimney,  
bench and sandstone lintel.

Before something imminent  
sounds just around the bend  
and your footsteps tread  
the platform flags  
ready and waiting.

### Garsdale Station

Out of Kirkby Stephen  
hills smudged by showers  
rails grind on and on and round the bend,  
the black hole of Birkett tunnel and  
sudden light out onto Ais Gill summit,  
blurry rain, a suggestion of sheep,  
Shotlock Hill and Moorcock tunnels,  
shoot through loud and dim,  
empty moors, Dandry Mire viaduct -  
two hundred and twenty seven yards -  
Garsdale next -  
in the distance a blur of station buildings  
four lamps, white weatherboards  
snake behind a single spruce,  
red signal down,  
slow down,  
drop a single traveller  
in the deserted station,  
watch him fade  
into distance.

### Off the Rails, Appleby

russet buffers with black spots  
old impacts forgotten  
like a shard of ladybird  
circles and cylinders  
rectangles and funnels  
windows on the curve

footplate clang of clog  
sweat shovel and roar  
whistle shunt and steam

silent rust and winter branch  
lattice bridge and lantern  
cross the line

where carved weatherboards  
pitch pine benches  
and gothic gables wait  
beside the rails

### Dent Station, 1150 feet

High up, a road viaduct across declining sky,  
rails curve underneath towards dark hills,  
dull pewter tracks into the gloom.

Station lamps gleam as dusk deepens,  
islanded pools of light hemmed by miles of moorland  
A channelled beck murmurs to the east.

November chill clenches Victorian ironwork,  
the platform recedes into silence,  
honeycombed hills lean in, the tunnel mouth yawns.

A tawny owl calls across the valley,  
gusts of wind scratch brittle leaves across clinker.  
Distant village lights wobble and flicker.

Agitations of water and wind against dry stone walls,  
a sheep coughs into the stretched ear of night,  
faint rumours sigh along exposed rails.

The traveller watches, picks up sounds, breathes in  
the feeble lights, the yawning throat of the hills;  
cloud concealed stars break through, held breath released.

### Settle – Out of Sight

there are no people on your platforms, Nick,  
some may wonder why that is  
- you've lamps and benches, stone and brick,  
with engines, towers and bridges.

you've trees and chimneys, pipes and hills  
fences, glass and gable ends,  
there are flowers and buildings, points and rails  
but travellers, upon whom all depends?

they'll think you're like the fat controller  
whose made a model world of peace  
that's picture perfect – as for a bowler  
with no batsman in the crease.

but people travel off the rails  
they wait at platforms late at night  
the dream of arrival never fails  
- your figures pace just out of sight

## 28. Ribblehead Viaduct

*Verse by Iain W. Wade, 15 April 2010, on display at Ribblehead Visitor Centre.*

How suddenly the time arrives  
when men must ultimately fly  
into the limitless unknown  
where suffering diminishes,  
and past humanities reflect  
upon their confiscated lives,  
for so many perished to construct  
what is more than just a viaduct.

The memory of life remains  
within the consciousness of man  
but he will constantly disown  
the pain embedded in his soul,  
for memories are prevalent  
in multitudes of bloody stains,  
and the wooden crosses where men bled  
were the cornerstones of Ribblehead.

Man's destiny is carved in stone  
and scribbled on a bloodshot sky  
as he performs a song and dance  
upon life's universal stage,  
but all too soon the curtain falls  
and sadly he must dance alone,  
for so many perished to construct  
what is more than just a viaduct.

How quickly man's existence slips  
into some monumental void  
where worldliness cannot advance  
across some continent in need,  
for rest assured he will survive  
with words of peace upon his lips,  
and the wooden crosses where men bled  
were the cornerstones of Ribblehead.

## 29. Where is the Whistle?

*An undated poem by Phil Overton, posted on Nick Green's website and reproduced here with permission.*

Where is the whistle  
That sounded through the valley?  
Where is the cry  
That echoed through the night?  
Where are the stations  
Where people once would dally?  
Where are the trains  
What's happened to our life?  
Where is the steam  
That rose above the cuttings  
Where are the engines  
The thunderous beasts of steel?  
Where are the porters  
Whose uniforms were stunning?  
Where are the people  
Oh, how could they not feel?  
Where are the houses  
The stationmasters dwelt in?  
Where are the rails  
The grass has overgrown?  
Where are the waiting rooms  
Where people once would meet in?  
Where is the feeling  
The lifestyle we have known?  
Where are the freight yards  
That once would be so busy?  
Where are the cattle  
That once would ride abroad?  
Where is the transport  
To take us to the city?  
The country way of life  
That politicians have ignored.

### 30. Chapel le Dale Churchyard

*Averil King-Wilkinson in Track Records. Undated.*

Langwathby, Lazonby  
Long Marton, Scotby  
Ribblehead and Appleby  
how the names  
trip off the tongue

Down there below tall trees  
where shadows creep  
and blackbirds call  
beyond hallowed stones  
the mossed green mound  
secret and apart  
is their mass grave

Men women children all  
interred and sealed up  
where none shall harm them

They say to this day  
the smallpox lingers on  
in that unquiet earth

A century and more has passed  
since they built the railway  
that was the death of them

Two hundred brought here  
from their shanty town  
from Batty Moss  
no help for them then  
sad carts rolled slowly  
up the bosky\* lane  
to this small churchyard

At last there's a plaque  
to their memory  
above their tomb  
so far away from home

What better monument  
to their endeavour  
than their giant creation  
in its bleak splendour

*They cannot speak for themselves  
so we must speak for them*

\* *boshy, full of thickets* (Oxford English Dictionary)

Folk song by Alan Bell, published in Tamlyn Folk Magazine, Vol. 1 No. 3, February 1975. Fleetwood., edited by Alan Bell.  
This song was performed as a number in Settle High School's musical production *The Iron Way* in December 1976.

My first man Dandy Jack, was handsome, young and fine,  
And I loved him right through England,  
As we tramped from line to line.

When Dandy Jack was killed, beneath a fall of stone  
I wept and cursed the day that ever I was born.  
But the children needed feeding,  
And many men looked at me,  
So I jumped the brush to stay with the navvies.

Time came, I was deserted, when my children numbered five,  
So I took me yet another man for to keep us all alive,  
And so I've known so many men, they've called me Alice Free,  
As I've lived my life away with the navvies.

And now I'm getting old, and grey before my time,  
With the work and the child bearing, as I've tramped from line to line.

But I'll ne'er forget poor Dandy Jack,  
Lying so cold in his grave,  
He's the only one I loved of the navvies.

ALICE WHITE

Handwritten musical score for the song 'Alice White'. The score is written on four staves. The first staff begins with a treble clef, a key signature of one flat (B-flat), and a 4/4 time signature. The melody is written in eighth and quarter notes. Chords are indicated by letters above the staff: Dm, F, C, and Dm. The lyrics are written below the staves. The second staff continues the melody and lyrics. The third staff continues the melody and lyrics. The fourth staff continues the melody and lyrics. The lyrics are: 'My-name is A-lice White I'd have you all to know, I left my fath-er's farm a- long-time a-go. My-moth-er called me a- sil-ly lass, and said I'd rue the day That I fol-lowed on the heels- of the nav-vies.' The score is handwritten and appears to be a personal or working draft.

My-name is A-lice White I'd have you all to know, I  
left my fath-er's farm a- long-time a-go. My-  
moth-er called me a- sil-ly lass, and said I'd rue the day That I  
fol-lowed on the heels- of the nav-vies.

### 32. 'Sonnets'

*In the 1980s Jim Hacobian of Settle composed a number of pieces under the general heading of "Twenty Sonnets on the Settle and Carlisle Railway Under Threat". They were never published and there is no trace of any written versions, but he did leave a cassette tape on which he was recorded reciting some of the verses. The collection comprised:*

- |                             |                            |
|-----------------------------|----------------------------|
| 1. The Station, Settle      | 11. Dent Station           |
| 2. The Station View, Settle | 12. The Track              |
| 3. The Stock                | 13. Fields, Woods, Hills   |
| 4. The Engine               | 14. Garsdale               |
| 5. Excitement               | 15. Lessons                |
| 6. Penyghent                | 16. Pendragon              |
| 7. The Moors                | 17. Linear B               |
| 8. The Viaduct              | 18. The Settle to Carlisle |
| 9. The Tunnel               | 19. The Shadow             |
| 10. Responsibility          | 20. The Remedy             |

## K. SCULPTURE, POTTERY AND CERAMICS

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### **ANON. *Thimble.***

Bone china thimbles available in two designs in a display or presentation perspex case:

1. Settle Station (in colour), with Settle-Carlisle Line wording. £2.00
2. Ribbleshead Viaduct (in blue), with Settle-Carlisle Line wording. £1.75

### **BRADFORD EXCHANGE/DAVENPORT POTTERY. *The Thames-Forth Express.* Stoke on Trent. 1989.**

One of eight in the 'Great Steam Trains' Limited Edition Collection, issued in consultation with O.S. Nock who wrote the accompanying notes. A superb plate (215mm diameter) depicting LMS 'Patriot' Class locomotive No. 5538 *Giggleswick* heading north in LMS days along Dentdale, from a painting by artist Paul Gribble. See also entry in Section F.

### **COUNTRYSIDE ART. *Settle-Carlisle/Carlisle Cathedral Mug.***

Swaby, Alford, Lincs. Tel. 01507 480685. £4.99

A white china mug with illustrations in either blue or brown of the cathedral and railway (Arten Gill, Settle station, Stainforth quarry). 105mm tall.

### **FRIENDS OF THE SETTLE-CARLISLE LINE.**

A miniature china jug, 54mm tall, with view of Ribbleshead viaduct and train in blue. £2.25

### **PILLING POTTERY. *Settle-Carlisle Railway Centenary Mug.***

Preston, Pilling Pottery. 1976.

A specially commissioned slipped pottery mug for the Settle-Carlisle centenary celebrations of 1976. An embossed logo appears on the side of the 90mm-tall mug.

### **SETTLE-CARLISLE RAILWAY TRUST.**

An earthenware mug depicting the new Settle-Carlisle logo using the Midland wyvern.

### **WALKER, JOEL.**

Joel, Tenon Studio. Tel. 01664 454987 [www.animalsculpture.co.uk](http://www.animalsculpture.co.uk)

Joel Walker was the sculptress commissioned by the Friends of the Settle-Carlisle Railway to produce the life-size sculpture of Ruswarp, Graham Nuttall's border collie. It is mounted on a plinth on the up platform at Garsdale station and was unveiled in 2009.

Various miniatures have been produced of this sculpture and are available through the Friends' retail outlets (see entries under Miniature Sculptures in Section L).



## L. MISCELLANEOUS ITEMS AND SOUVENIRS

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The celebrations relating to the centenaries of the opening of the line to freight and passenger traffic (1975 and 1976 respectively) and then the 125<sup>th</sup> anniversary (2001) were in part commemorated by the production of a wide variety of affordable souvenir items. A series of badges, stickers and other items were produced in support of the campaign to save the line from closure in the 1980s. Most were mass produced and ephemeral and are unlikely to have survived in any quantity. Other items, however, such as the publications and more sophisticated or specialised items were more costly and therefore likely to be treasured and put aside for the future.

The three organisations within the Settle-Carlisle Railway Partnership (the Friends, the Trust and Development Company) and other bodies currently produce a range of goods for sale at their retail outlets; mail order is also sometimes offered. The list which follows is inevitably an incomplete survey of the many items which at one time or another have been produced; several are currently available and more can be expected in the future. Items are listed alphabetically by type.

### Badges

**Settle-Carlisle Railway Centenary.** A simple metal pin badge with lettering and locomotive in red.

**Bronze-coloured metal pin badge.** Viaduct scene.

**Other badges** in support of the 'Save the Line' campaign, 1980s.

**'Tradition', Units 4/5, 62 Viewfield Road, Ayr KA8 8HH.**

**Walking stick badges:** 1.Large, shield shape featuring a red train on a viaduct. 75p  
2.Small, with round logo and train on viaduct, 16mm diameter. £1.50

**Embroidered cloth badge:** 'map' motif, as illustrated. £2.00

### Bookmark

**Settle-Carlisle Railway Centenary.** 7½" (19cm) with gilt lettering.

**Friends of the Settle-Carlisle Line:** miscellaneous colours, with map of the line. £1.00

### Calendar

**Friends of the Settle-Carlisle Line.** Desktop and wall calendar featuring photographs by J.P. Buckley. £8.99

2011 desk calendar produced by ImageRail. £6.50

**Les Packham.** Settle to Carlisle: An Artist's View. 2015. ISBN 978 1 909837 13 3. Northern Arts Promotions.

A beautifully produced calendar featuring twelve of the artist's striking watercolours of Settle-Carlisle locations and two locomotives. See also the artist's *Settle to Carlisle: An Artist's Odyssey* in Section B.

**Pete Shaw Photography (Tel. 01274 590453).** Annual wall calendars in A4 landscape format, using photographs by Pete Shaw.

### Car Tax Disc Holder

Plastic, Settle-Carlisle Line.

### Coaster

**FoSCL:** sets depicting railway scenes using photographs from the Pete Shaw collection.

**Unknown source,** with illustration of a train passing over Dent Head viaduct, white, on grey slate. 83mm diameter.

### Comb

**Settle-Carlisle Railway Centenary.** Plastic, embossed with gilt lettering.

## Drink

In 1976, the wine merchants Whiteside's of Clitheroe marketed a Cream Sherry in celebration of the Centenary of the Settle-Carlisle line. It was shipped by Emilio Lustau from the Jerez-de-la-Frontera region of Spain.

In c. 2013, The Eden Brewery (Brougham Hall, Penrith), in partnership with the Settle-Carlisle Railway Development Company, produced two bottled alcoholic drinks for sale:

‘Wyvern Ale’ – 500ml. 3.8% vol.

‘Wyvern Lager’ – 500ml. 5.1% vol.

2014: ‘Wyvern Anniversary Ale’. 4.0% vol.

## Embroidery

**Settle-Carlisle Line and Dent Head.** Cross-stitch pattern from Settle Sewing Centre.

**Ais Gill.** A tapestry.

## ‘fridge magnet

**DPS.** [www.dpscreenprint.com](http://www.dpscreenprint.com) Tel. 01706 715610

Totem design, hand printed and stove enamelled.

**Lark Rise Designs (York) Ltd.** Julia Avenue, Monks Cross, Huntington, York YO32 9JR.

[www.larkrisesigns.co.uk](http://www.larkrisesigns.co.uk) Tel. 01904 653065. Large size with *Flying Scotsman* on Ribblesdale viaduct £2.00. Smaller size with new heritage lamp post at Appleby station £1.30

**Perfect Pictures (see under Millstone Cards, Section F):** two views of Settle station, one of Ribblesdale viaduct with a steam special.

## Key fob

**Settle-Carlisle Railway Centenary 1976.** Blue plastic, with gilt lettering and loco.

**FoSCL and others:** various examples available featuring the names of particular stations using the BR (LMR) totem design (Hellifield, Settle, Horton in Ribblesdale, Ribblesdale, Dent, Garsdale, Kirkby Stephen, Appleby, Langwathby, Lazonby, Armthwaite, Carlisle). Also ‘Settle-Carlisle’ and pictorial scene of Ribblesdale station. £1.84

Also with miniature sculptured Ruswarp memorial item in pewter. £6.50

## Knitware

**1976. Settle-Carlisle Centenary.** Pattern for machine-knitted jumper by Kathleen Kinder of Giggleswick.

**1989.** Ribblesdale viaduct pattern. Knitting kit design by Eileen Shaw of Wilsden, Bradford.

**Labels** – see under **Stickers**.

## Miniature sculptures

**FoSCL:** Ruswarp commemorative castings, in various versions:

Sterling silver – £59.50 (hallmarked to order £72.00)

Brass - £15.00

Bronze - limited edition of 250 only - £85.00

Bronzed brass - £19.50

Pewter - £4.90

Pewter version on a key ring - £6.50

See also notes in Section K and also in Section M under Garsdale.

## Model railways

### 1. Hornby

[www.hornby.com](http://www.hornby.com)

A number of scale models for use with 00-gauge layouts have been produced with a Settle-Carlisle theme:

- 00 gauge **Thames-Clyde Express** set
- 00-gauge **Northern Rail Class 156 Settle-Carlisle liveried two-car Sprinter set**, based on the Northern Rail trains launched on 2 May 2007 in partnership with the Settle and Carlisle Railway Development Company and the Friends. £70.82
- “Lyddle End East” and “Skaledale East” Series in 9mm scale:

Station buildings & Waiting Shelter  
Water Tower

Newspaper Kiosk  
Goods Shed

Signal Box  
Engine Shed

### 2. Lima.

Gauge 00 model of diesel locomotive **No. 47760 Ribblehead** in EWS livery.

### 3. Metcalfe Models and Toys. *Buildings of the Settle & Carlisle Railway.* **Otterburn, Skipton.**

Designed and produced by Nick Metcalfe. 00-gauge card models of the MR small station design (Ribblehead and Dent) and goods shed as used on the Settle-Carlisle line are available in kit form.

### 4. Tiny Signs. *Travel Posters.*

See entry under Section F.

**MP3/WMA Player** – see entry in Section G.

**Mug** - see entries in Section K.

## Note pad

**British Rail.** Thick presentation pad in red plastic issued to passengers on the Centenary Vintage Train 1 May 1976, and featuring the official BR centenary logo. Available in plain cardboard box with small propelling pencil.

**Settle-Carlisle Railway Centenary.** A small plastic-covered notepad in a wallet, with calendar for 1976.

**FoSCL.** 1. With logo £1.50. 2. Inscribed ‘Notes’ and map of line. £1.00

## Pens and pencils

**Settle-Carlisle Railway Centenary** – various versions of ball-point pens in plastic were available. One type was adapted with letter-opener blade at top end.

**FoSCL:** various styles have been produced, starting with the Campaign to Save the Line in the 1980s.

Maroon retractable ball-point pen inscribed ‘Settle-Carlisle’.

Settle-Carlisle totem design on retractable pen.

## Philatelic Covers

- 2 August 1975. Scotsman Covers, 75 Powis Road, Preston PR2 1AD.** To commemorate the centenary of the opening of the line to freight traffic, featuring MR No. 338 Kirtley 0-6-0 locomotive, rebuilt at Derby in 1877. Hand-stamped at Settle and postally used.
- 1 May 1976. Scotsman Covers, 75 Powis Road, Preston PR2 1AD.** The centenary of the opening of the line to passenger traffic and through services from St Pancras to Glasgow St Enoch. Features a Kirtley MR 2-4-0 as rebuilt by Johnson. With an 8p stamp showing the 1876 North British Railway Drummond 'Waverley' Class locomotive. Hand-stamped at Settle and postally used.
- 1 May 2001. A.G. Bradbury, 3 Link Road, Leicester LE2 3RA.** Two covers issued to commemorate the 125<sup>th</sup> anniversary of the opening of the line to passenger traffic. Hand-stamped at Appleby but not postally used.
- (i). Ribblehead viaduct, using a photograph by Pete Shaw taken on 21 December 1996 and featuring Stanier Class 5 No. 2968 hauling a Hitchin to Carlisle special, using the Millennium Vale of Rheidol 26p postage stamp. £20.00
  - (ii). The MR 4-4-0 locomotive *Beatrice* climbing to Ais Gill at the turn of the century, from a painting by David Weston. £20.00
- 11 April 2014. BFDC Ltd. 3 Link Road, Stoneygate, Leicester LE2 3RA. [www.bfdc.co.uk](http://www.bfdc.co.uk)**  
Design by Adrian Bradbury. To celebrate the 25<sup>th</sup> anniversary of the saving of the Settle-Carlisle from closure. Limited edition of 250 copies. Features Stobart Rail DRS Class 47 locos Nos. 42832 and 47712 at Arten Gill hauling a special Carlisle to Kings Cross excursion. With 1<sup>st</sup> Class stamp from 2003 featuring 'The Station'. Hand-stamped at Appleby. £20.00

## Rail Card Holder

**Northern Rail.** With picture of Ribblehead viaduct. 50p

## Railway line

**FoSCL.** A thin section of used steel rail line recently cut from lengths removed from Blea Moor tunnel. Mounted on a wooden base, with plaque. Produced as a limited edition fund-raiser by the Friends. £110.00

## Shopping Bag

**FoSCL.** Shopping bags in calico and jute.

## Spoon

**Settle-Carlisle Railway Centenary.** A 12 inch (30cm)-long wooden spoon embellished with burnt lettering and floral design.

## Stickers

Various stickers publicising the Campaign against Closure dating from the 1980s.  
BR (LMR) totem station name signs, self-adhesive. 85p. Available names: Settle, Ribblehead, Dent, Garsdale, Appleby. Others may also have been available in the past.

## Sweat Shirt

**FoSCL** - with the Friends viaduct logo. Long-sleeved, maroon.

## T-shirt

**FoSCL.** White, with printed FoSCL viaduct logo or coloured view of Arten Gill viaduct. 100% cotton.  
**ImageRail.** Depicting viaducts of the line.

## Table mat

**W.R. Outhwaite & Sons, Ropemakers, Hawes DL8 3NT. Tel. 01969 667487**

1991. An A3-size laminated mat showing a plan of the line and eight colour photographs, with notes on reverse.

## Tape Measure

**British Rail.** A 200cm steel tape measure in a brushed metal case bearing the official BR centenary logo. In small plain cardboard box, as presented to passengers on the Centenary Vintage Train 1 May 1976.

## Tea Towel

**The Settle-Carlisle Railway.** A popular subject, widely used. Some examples are:

- **Countryside Art, Alford.** Carlisle cathedral and eight views of the railway. £3.95
- **Ettrick Valley** screen print. £2.75
- **FoSCL.** Set of two tea towels screen printed in green and blue and produced by Ettrick Valley.

Also a tea towel featuring a sheep, produced by Lamont. Both 100% cotton.

## Tickets

**British Railways Board.** Special Centenary commemorative tickets issued by BR for use on 1 May 1976:

- (i) Day Return tickets for use on the Vintage Saloon Trains over the line to Carlisle from Carnforth via Hellifield and Settle.
- (ii) Commemorative Platform Ticket issued at Carlisle station 1 May 1976 to view the arrival and departure of the Vintage Saloon Train with civic dignitaries and other passengers.

**Souvenir Platform Tickets: Settle Station, Appleby in Westmorland.** 25p

## Tie

**Settle-Carlisle Railway Centenary 1976.** Two versions available in maroon polyester:

- (i) Hand embroidered with the Midland Railway coat of arms of either the 1880s or 1906;
- (ii) Printed version with MR arms of 1906 only.

**Settle-Carlisle Railway 125<sup>th</sup> Anniversary 2001.** With viaduct motif, in blue or maroon. £9.85

## M. MUSEUMS AND SELECTED HERITAGE LOCATIONS

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*Reference has been intentionally omitted to the many original Midland Railway structures which still survive along the line because they are now in private hands and there is no public access by means of a footpath or access road. Reference to the collection of old photographs in the many published works will, of course, show how many Midland structures have been demolished or adapted in recent decades.*

### APPLEBY STATION

**Appleby in Westmorland. CA16 6UL**

There are several commemorative plaques to be seen on the platforms of this operational Network Rail station, including that in memory of the late Rt Revd Eric Treacy, former Bishop of Wakefield who collapsed and died there on 13 May 1978 whilst photographing BR locomotive No. 92220 *Evening Star*. The Friends of the Settle-Carlisle Line have a shop on the down platform, open most days and manned by volunteers. Ann Ridley of the Settle Carlisle Railway Development Company has her office here. Water tower and crane reinstated on the up platform for use by steam-hauled Specials in 1991.

### ARMATHWAITE SIGNAL BOX

The signal box here, dating from 1899 and closed in 1983, was carefully restored in June 1992 and repainted in the old Midland Railway colours by the Friends of the Settle-Carlisle Line. It is open to the public on an occasional basis (for opening times and further details, telephone John Johnson on 01228 593943).

### BLEA MOOR

Comparatively little is left of the railway architecture and paraphernalia which characterised this remote location during the construction period 1869-76. However, the signal box in use today dates from 1941 when the sidings were considerably extended to cope with war-time traffic. The water tower has gone and all but one loop and one siding now remain. Moreover, only one of the three railway cottages still stands and is in private use. The approach line to and from Ribbleshead viaduct has now been singled and is controlled by the box here. Fortunately, one can still walk over the tar-lined aqueduct (Bridge No. 71) carrying Force Gill Beck over the railway just south of the entrance to Blea Moor tunnel. From here, the public footpath heads north over the moor to Dentdale, passing the three air ventilation shafts and sites of former railway workings set up when the line was built, including engine winding houses and the embankment of a tramway which apparently brought gritstone down from a quarry on the Crag of Blea Moor to link up with the main contractor's tramway across the moor.

Of the air shafts, and contrary to what is stated in many publications, it can confidently be said that only five were constructed, of which the middle three were scheduled to remain as permanent ventilation shafts, numbered 1,2 and 3 respectively, from south to north. The southernmost one of the five, referred to as Shaft A, was a temporary shaft which allowed excavation work to proceed at two more working faces, going north and south, once the required level had been reached. The northernmost shaft, referred on the plans as Shaft B, was also a temporary one and, like Shaft A, was filled in after the tunnel was completed. Whereas a large amount of spoil was produced from Shaft A (shown on the OS maps and clearly visible today) only a small amount was produced from Shaft B. Evidence for this is shown on the earlier Midland Railway Land Plan of 1911 but not on OS maps. Located approximately 100 metres north of the forestry track which traverses the line of the tunnel, the site has been disturbed by the forestry ploughing and planting and is barely traceable today. Its position is, however, in some photographs taken of trains entering or leaving the northern portal before the afforestation took place. Incidentally, the temporary Shaft A recently collapsed and has since been fenced off for safety reasons. A profile of the tunnel made by the engineers at the time of construction at the Ribbleshead Visitor Centre clearly shows the position and relative depths of the five shafts despite the error in one of the captions which states that seven shafts were sunk! The original (believed to be in the possession of Network Rail) is carefully annotated to show the progress horizontally as well as vertically week by week, as well as rock strata encountered.

## CARLISLE CITADEL STATION

Much has been written about the impact which the coming of the railways had upon this border city. Suffice it to say that the coming of the Midland Railway line from London via Leeds in 1875-6 necessitated further enlargement of the existing Citadel Station, opened in 1847. The Midland was the eighth and last of the railway companies to enter Carlisle, the sequence being:

- 1836 **Newcastle and Carlisle Railway** (original terminus at London Road, using horse-drawn trains; steam-hauled traffic came later).
- 1843 **Maryport and Carlisle Railway** (after initially using London Road, they built their own station at Bogfield, moving to a terminus at Crown Street in 1844 and from which they were forced out in 1849, only to move back to London Road until able to enter the new Citadel station 1851)
- 1846 **Lancaster and Carlisle Railway** (originally terminated at the London Road station of the Newcastle and Carlisle Railway, but advanced to the new Citadel Station which they built jointly with the Caledonian Railway, officially opening for traffic on 10 September 1847)
- 1847 **Caledonian Railway** (running directly into the new Citadel Station)
- 1851 **Glasgow and South Western Railway** (from Glasgow via Kilmarnock)
- 1854 **Port Carlisle Railway** (subsequently taken over by the North British Railway)
- 1861 **North British Railway** (arriving from Edinburgh via Hawick – the 'Waverley Route' of later years)
- 1875 **Midland Railway** (freight only; passengers followed in 1876)

The Furness Railway planned to construct a line into Carlisle but it never materialised.

The lines through the station were under the control of a Joint Committee. The Midland Railway had running powers over most of the lines through Carlisle and built its own sheds and goods depot at Durran Hill. Its trains to Scotland first ran on to Glasgow St Enoch over the Glasgow and South Western rails via Kilmarnock and over the North British rails to Edinburgh Waverley via Hawick. Its arrival called for an extension to Carlisle station in the 1880s eventually providing a total area of 7 acres under a single glass roof.

Above the main entrance to the station are the Royal arms of Queen Victoria (who occasionally stopped off at Carlisle en route for Balmoral) and, to the left, the arms of the Lancaster and Carlisle Railway and, to the right, those of the Caledonian Railway, the two companies responsible for building Citadel station in 1847. There are two blank shields left uncarved. The three shields of arms currently depicted are, at the time of writing, in a sorry state and are again (2011) in need of careful restoration. However, in 2011 a dedicated approach to Platforms 4 and 5 was erected, providing a welcome to the Newcastle and Leeds trains.

## CHAPEL LE DALE, ST LEONARD'S CHURCH

At the west end of this tiny church may be found the memorial plaque, identical to the one found in Settle Parish Church (see below), erected by the Midland Railway Company and fellow workers in memory of those who died during the construction of the railway 1869-1876.

In the churchyard outside may be seen the graves of some of those connected with the railway from the construction period. However, most of the 200 or so folk in this category lie in unmarked graves but they are remembered by a monument and plaque erected in 2000.

The nearby Hill Inn survives and offers welcome hospitality today as it did at the time of construction.

## DENT STATION

England's highest main line station at 1150ft (350.5m) above sea level. Heritage lighting and a new waiting shelter have been installed in recent years to serve those intrepid travellers using the several trains which stop here each day. The Station Master's house is a private residence and some of the railway buildings have recently been converted into luxury self-catering holiday accommodation (for details: Tel. 07824 66 52 66, [www.dentstation.co.uk](http://www.dentstation.co.uk)).

Winner of National Rail Heritage Award and RICS Tourism & Leisure Award 2008.

## DENT VILLAGE HERITAGE CENTRE

**Dent, Sedbergh. LA10 5QJ**

Tel. 015396 25800. Email: [info@dentvillageheritagecentre.com](mailto:info@dentvillageheritagecentre.com)     [www.dentvillageheritagecentre.com](http://www.dentvillageheritagecentre.com)

Comprehensive cover is made of this ancient community and its rich history. The Settle-Carlisle railway features prominently and there is a working scale model of part of the line in the vicinity of Arten Gill, at the top of the dale.

## GARSDALE STATION

The station (unstaffed) and signal box are in operation and several features of the once very active station have been renovated by Network Rail and a party of volunteers. In 2009 a life-size bronze statue of the dog 'Ruswarp' (pronounced 'Russop') was erected and unveiled here. This commemorates the border collie belonging to Graham Nuttall of Burnley and who first reached the headlines in 1989 as the only dog (a fare-paying 'passenger' and certified on the petition by his paw print!) to object to BR's intention to close the line in the late 1980s. Both dog and owner appeared in the 1985 Yorkshire Television documentary on the line and the impending proposed closure narrated by Alan Bennett (see Section I). However, on 20 January 1990, Graham and Ruswarp were out mountain walking in Wales but tragically both failed to return. Graham's body was not found until 11 weeks later but Ruswarp survived and was found to have stayed with his master all that time. Hitting the headlines once more, he was honoured by the RSPCA for his devotion, and though weakened by his ordeal, he lived long enough to be at his master's funeral. Graham was a co-founder and the first Secretary of the Friends of the line in the 1980s. In addition to the statue by Joel Walker on the up platform are commemorative benches and an excellent interpretive display in the waiting room.

**No. 4 Railway Cottages** – 3-bedroom cottage sleeping 6 for holiday lets. Tel. 01702 478846  
[www.dalescottages.com](http://www.dalescottages.com)

**No. 5 Railway Cottages** – 2-bedroomed cottage for holiday lets. [www.5railwaycottages.co.uk](http://www.5railwaycottages.co.uk)  
Tel. 0114 2696 008

## GEARSTONES

The Gearstones Lodge seen today is a Victorian shooting lodge but the parking area opposite is the site of the Gearstones Inn which featured early in the annals of the construction of the Settle-Carlisle line. It was here that the engineer Charles Stanley Sharland and his party were snowed up for three weeks whilst surveying the course of the line and from which they had to burrow themselves out – “engineer-like” - a story that has passed into Settle-Carlisle folklore. The inn was demolished sometime in the mid-20<sup>th</sup> century and, by a further act of vandalism, the flagstone drinking trough, adjacent to the road outside, and from which Sharland had to obtain water, was destroyed sometime later. Little of this feature remains today but traces are visible. Once the workforce had arrived at Batty Green down the road in the 1870s, the inn was the scene of much merrymaking amongst the navvies. It was here, in May 1873, that George Young, one of the navvies, was reported throwing some dynamite on to the fire, causing considerable damage to the property and some injury to the customers. The kettle in front of the fire was blown to pieces; fragments were produced as evidence at the hearing in Ingleton Court House the following day.

## GIGGLESWICK PARISH CHURCH: ST ALKELDA'S

Buried in the churchyard are several former railway employees and their families. Of particular interest is the memorial (No. B8/7) to John Townend Hartley and his daughters of “Settle Station” (that is, the original Settle station of the former North Western Railway, and subsequently renamed Giggleswick), all of whom were buried in Giggleswick churchyard between 1862 and 1875, prior to the opening of the Settle-Carlisle main line.

## GIGGLESWICK STATION

This is the site of the original Settle station built in the 1840s by the 'Little' North Western Railway on its line from Skipton to Lancaster. It was renamed Giggleswick in 1876 when the Midland Railway opened its new line from Settle Junction to Carlisle. All traces of the former NWR station buildings (demolished in 1978), the signal box and the sidings served by an aerial ropeway bringing limestone from Giggleswick Quarry have now disappeared. The original low-level platforms were rebuilt and extended several years after the station became an unstaffed halt.

## HAWES COUNTRYSIDE MUSEUM AND VISITOR CENTRE

**Yorkshire Dales Countryside Museum, Tourist Information & National Park Centre, Station Yard, Hawes DL8 3NT.** Tel. 01969 666210. [www.destinationdales.org.uk](http://www.destinationdales.org.uk)

Professionally mounted displays featuring the people and landscape of the Yorkshire Dales, including a Time Tunnel, railway carriages and goods warehouse.



## HAWES PARISH CHURCH

At the top west end of the churchyard, above the dairy, is a tall memorial to the victims of the Hawes Junction (Garsdale) accident of 1910 and where five of them lie buried.

## HELLIFIELD STATION

The North Western Railway arrived here in the 1840s but the Midland Railway built a new station which opened on 1 June 1880 to be used jointly with the Lancashire and Yorkshire Railway. Despite a large grant spent in 1994 renovating this once important junction, Hellifield station still looks like a ghost station; the adjacent new sheds, built for a planned railway heritage centre, and now owned by West Coast Railway, remain unused. The former Midland Railway shed was located to the north of the station whilst the smaller one of the Lancashire and Yorkshire Railway (opened 1881 and closed 7 January 1927) stood to south-east. Each railway company had its own row of employees' cottages nearby and these survive today as private residences. The signal box (Hellifield South) is still operational but the station itself is unstaffed. However, the famous Tea Rooms (now called 'Long Drag Tea Rooms') have been modernised and are open for refreshments, books, etc. about the line and are well worth a visit.

## HELWITH BRIDGE

The newly laid siding of 2015 into the Arcow Quarry site of Lefarge Aggregates has a viewing platform from which the loading operations of gritstone from Dry Rigg Quarry can be viewed.

## HORTON IN RIBBLESDALE STATION

Although this is an unstaffed operational station, The Settle-Carlisle Railway Trust has renovated the buildings and it is good to see these coming back into use once more. The flower beds are now well tended by David Moss. The former houses for railway employees are private residences. Parking here is for rail users only.

## KIRKBY STEPHEN CEMETERY

Located on the Brough road at the north end of the town. There is a large red sandstone memorial erected by the Midland Railway Company to the south of the chapel which marks the graves of nine of the victims of the Ais Gill accident of 2 September 1913.

## KIRKBY STEPHEN STATION

**Self-catering holidays** in two holiday lets (Booking Office Cottage and Platform Cottage) in the former station buildings run by the Settle-Carlisle Railway Trust. Special discount to FoSCL members.

[www.sandctrust.org.uk/stayatastation](http://www.sandctrust.org.uk/stayatastation) Tel. 01768 800 208.

The Settle and Carlisle Railway Trust has renovated the former station buildings on the up platform to provide living accommodation and rented office space. The latest developments are being planned to provide holiday lets; for details, see The Settle-Carlisle Railway Trust. The nearby signal box is in current use by the railway and dates from 1974. The goods yard and associated buildings are used for private business. There are several commemorative plaques to be seen on the up platform. A modern shelter on the down platform offers some protection from the weather and the metal footbridge was installed in recent years, having previously been in use at Guiseley.

## LANGCLIFFE QUARRY

The Yorkshire Dales National Park Authority has devised an archaeological trail around part of this large complex centred around the Victorian Hoffman Lime Kiln. The workings were developed here at the time of the building of the Settle-Carlisle line for the extraction of limestone and the special kiln was designed for continuous burning. There are interpretive information boards around the site but unfortunately no leaflets are available.

## LANGWATHBY STATION

**Station Cafe, Langwathby Station, Penrith. CA10 1NB. Tel. 01768 881151**  
**Email: [langwathby.cafe@byconnect.com](mailto:langwathby.cafe@byconnect.com) Facebook: [langwathbystationcafe](https://www.facebook.com/langwathbystationcafe)**

This unstaffed station has been restored and on the down platform a recently refurbished café serves drinks, lunches and light refreshments Wednesdays-Sundays 1030-1630hrs. Take-away also available.

Of particular interest is the painted mileage figure (53½) on the wall of the former booking office facing the platform down platform. This dates from early Midland Railway days and indicates the mileage from Settle Junction. It predates the remileaging which took place in 1902 when the current mileage posts were erected on the up side of the track showing the mileage from St Pancras.

## LANGWATHBY ST PETER'S CHURCH

In the north-eastern part of the churchyard is a memorial above the graves of three navvies (John Mead, John de Boo and John Smith) who died in the vicinity of the village 1873 - 1874 during the construction of Contract 4, two of them tragically from drowning in the River Eden.

## LAZONBY AND KIRKOSWALD STATION

The attractive gardens at the station are cared for by members of the Lazonby Women's Institute whilst the station itself is unstaffed but has the benefit of regular stopping trains. The other station and associated railway buildings are in private or commercial use.

## LONG MARTON

**Self-catering holidays.** Sleeps 6 + baby. [www.longmartonstation.co.uk](http://www.longmartonstation.co.uk) David & Madeleine Adams  
Tel. 0161 775 5669

## MIDLAND RAILWAY STUDY CENTRE

**Museum of Industry & History, The Silk Mill, Silk Mill Lane, Full Street, Derby DE1 3AF.**  
**Tel. 01332 255308.**

**Midland Railway Study Centre Co-ordinator: Dave Harris - Tel. 01283 702689.** Enquiries may also be made via [enquiries@midlandrailwaystudycentre.org.uk](mailto:enquiries@midlandrailwaystudycentre.org.uk)  
[www.midlandrailwaystudycentre.org.uk](http://www.midlandrailwaystudycentre.org.uk)  
[www.derby.gov.uk/museums](http://www.derby.gov.uk/museums)  
[www.midlandrailwaysociety.org.uk](http://www.midlandrailwaysociety.org.uk)

Derby Museum of Industry and History, The Roy F. Burrows Midland Collection Trust and The Midland Railway Society came together in 2004 in The Silk Mill. The Museum traces particularly the importance of developments in the railways and Rolls Royce aero-engines to Derby as an industrial town. The Midland Railway Study Centre is home to the extensive Roy F. Burrows Collection of documents and artefacts pertaining to the Midland Railway which had its headquarters in Derby throughout its entire existence from 1844 until the end of 1922, when it was amalgamated with some other companies, notably the London and North Western Railway Company, to form the London, Midland and Scottish Railway (LMS) on 1 January 1923 (an event known as the railway grouping to form 'The Big Four'). Some of the earlier material from FoSCL's archive is being deposited here to enhance the existing collection. The Centre is the largest publicly accessible collection of Midland Railway material available in a single location in the UK.

## OUTHGILL, ST MARY'S CHURCH MALLERSTANG

A plaque was unveiled here in 1998, and an annual service now also held, to commemorate the twenty five men, women and children who died in the construction of the railway along this section of the line and who are buried in the churchyard in unmarked graves. Mitchell (1999) lists the names on page 134.

## RIBBLEHEAD QUARRY

This former limestone quarry with its rail connection to the adjacent railway line has been incorporated by Natural England into the Ingleborough National Nature Reserve. Noted for its special limestone flora, it is open to the public and interpretive notice boards around the site explain the chief features of the geology and management of the abundant wildlife. The long siding connection still exists and, at the time of writing (2012) is one of four loading points used for the transport of timber from local forestry operations destined for the Kronospan works at Chirk. See further notes under Ribbleshead station below.

## RIBBLESHEAD STATION

**Ingleton Road, Ingleton, Carnforth. LA6 3AS. Visitor Centre – check website for opening hours (not winter).** [www.ribbleshead.org](http://www.ribbleshead.org) gives two-hourly updates on the weather at this locality.

Although an unstaffed operational station, the buildings (including the adjacent former Station Master's house) are now leased by the Settle-Carlisle Railway Trust. Part of the former railway buildings on the up side incorporate a Visitor Centre where there is a bookstall selling books, maps, souvenirs, etc. and a most detailed and informative exhibition telling the story of this important location. Particular reference is made to Ribbleshead viaduct and Blea Moor tunnel. It was the winner of the prestigious Ian Allan Railway Heritage Award in 2000. The original down platform was demolished in 1974/5 to make way for an enlarged siding into the adjacent quarry. After the extraction of limestone ceased, the site was used for some years as the railhead for the export of stone brought up from the quarry at Ingleton. When this operation too ceased at the end of January 1986 a new down platform was constructed in 1993, but leaving clear the access to the siding for occasional use in future as required, e.g. as a railhead for loading timber. Between 1975 and May 1993 therefore, passengers could only use the trains on the up (southbound) line.

**Station Master's House.** Available for holiday lets. Sleeps 4 (+2). Run by the Settle and Carlisle Railway Trust. [www.sandctrust.org.uk/stayatastation](http://www.sandctrust.org.uk/stayatastation). Tel. 01768 800 208. Special discount available for FoSCL members.

## RIBBLESHEAD VIADUCT

Arguably the most iconic structure on the entire line and at the centre of the BR's case to close the line in the early 1980s. Following a limited trial repair programme in 1988, a full repair programme was embarked upon a year later once it had been announced that the line was to remain open. The line across the viaduct was singled in 1984-5 and a full restoration programme was later undertaken between 1990 and 1992. The footpaths beneath this 104- ft high masterpiece of Victorian engineering allow the visitor to examine it at first hand. Interpretive plaques are sited at the base and visitors should take the opportunity of walking over the sites of the near-by shanty town which grew up on Batty Moss and elsewhere in the locality. Guided walks over these historic sites are conducted by Friends of the Settle-Carlisle Line during the summer season and an iPod audio-tour is also available. In 2007, and again in 2009, whilst the line was temporarily closed for essential maintenance, the public was permitted by Network Rail to join conducted walks across the viaduct.

## RIPLEY, BUTTERLEY STATION

**The Midland Railway Centre, Butterley Station, Ripley, Derbyshire DE5 3QZ.**  
Tel. 01773 747674; Visitor Information 01773 570140. Email: [data@midlandrailwaycentre.co.uk](mailto:data@midlandrailwaycentre.co.uk)  
[www.midlandrailwaycentre.co.uk](http://www.midlandrailwaycentre.co.uk)

A centre devoted to the Midland Railway, with preserved locomotives, etc. including the 1866 Kirtley 2-4-0 locomotive No. 158A from the National Collection and the signal box from Ais Gill.

## SETTLE, CASTLEBERG ROCK

In 2009 no fewer than 24 designated climbs were established on this natural outcrop of Carboniferous Limestone which dominates the market town of Settle. The climbs range in difficulty from category 4 to the 7, the hardest of all being called "The Settle-Carlisle Line" and officially termed "18 The Settle-Carlisle Line 30m F7a+". The railway is visible from this rocky outcrop and is accessible via a zig-zag public footpath leading to a fine vantage point on top, adjacent to the flagpole.

## SETTLE JUNCTION

The present signal box dates from 1913 and controls the block between Settle Junction and Blea Moor. This point marks the beginning of 'The Long Drag', the 12-mile climb at a ruling gradient of 1 in 100 up to Blea Moor tunnel. The present track alignment dates from 1979 when part of the down line of the Morecambe branch was lifted following damage as a result of a derailment in early May 1979 of a down mixed goods train carrying china clay, coal and ammunition on the main line. The branch from Carnforth now uses part of the down main line before joining the up main line. The gardens have been well tended over many years by successive signalmen and the two white crosses behind the box indicate the burial places of sheep dogs belonging to signalman Derek Soames. A pond is also included in the gardens. The Midland's temporary Settle station, called Settle Junction and used between 10 November 1876 and 31 October 1877, was located a short distance from the box on the opposite side of the track and was only demolished in the mid-1970s.

## SETTLE MUSEUM OF NORTH CRAVEN LIFE

**The Folly, Settle. BD24 9EY** [www.ncbpt.org.uk/folly](http://www.ncbpt.org.uk/folly)

Check times of opening (normally closed Mondays and Wednesdays in the season, and every day throughout the winter months).

There is a new (2012) permanent exhibition in one room of the museum devoted to the Settle-Carlisle railway. It describes the coming of the railways to this part of north-west England and highlights important aspects of the construction of the line, its operation throughout the various phases of its existence, the fight against closure in the 1980s and the renaissance of recent years. The interpretive panels are complemented by six paintings of Betty Harrington (see entry in Section F), the name board from Ais Gill signal box, Norman Wilkinson's fine 4mm-gauge model of Settle station and goods yard, brought here in 1991 (see entry below and also the articles in *FoSCL Magazine* No. 95, February 2004, and *The Dalesman*, August 1978) and the diorama produced for viewing alternative proposals for a replacement for Ribbleshead viaduct.

FoSCL's archives relating to the Settle-Carlisle line are now stored at the Museum and may be accessed upon application.

## SETTLE PARISH CHURCH: CHURCH OF THE HOLY ASCENSION

A memorial plaque, similar to the one erected at Chapel le Dale (see above) may be seen in the church porch. Just outside is the grave of John Owen with a marble headstone bearing an inscription in Welsh. John Owen was killed in an accident at Langcliffe cutting near Settle in 1873; see details of the epitaph and accompanying verse by Tom Twistleton in Section J.

## SETTLE STATION

**Station Road, Settle. BD24 9AA**

The station has been completely refurbished in recent years and is manned by railway personnel. The platforms have the new heritage lamp posts and the well-kept flower beds continue the tradition set decades ago by the late Jim Taylor. There are a number of commemorative plaques on public view. The footbridge was brought down from Drem, near Edinburgh, and erected here in 1993 to provide safer access to the down platform. The Friends of the Settle-Carlisle Line have a major retail outlet adjacent to the booking hall. The former signal box (closed in 1984) has now been relocated nearer to the station and partially restored by members of the Friends; it is open periodically to the public, usually on Saturdays. The old tank house has been renovated and substantially modified into a private dwelling but the former goods shed and other former Midland buildings in the yard have all been demolished. In the grounds of the tank house development are an old buffer beam and small length of track, a water crane (from Skipton) and a redundant hut from Appleby yard. The station building was only provided with electricity in 1975 and the platform lengthened in 1991.

**No. 2 Stationside, The Sidings.** Self-catering apartment, sleeps 2 + 1. Tel. 01729 822386. [www.settle-b-b.co.uk](http://www.settle-b-b.co.uk)

## SMARDALE VIADUCT

The tallest viaduct on the line at 131ft (39.9m) and, like Ribbleshead viaduct, carries the line on a curve and on a gradient of 1 in 100. It is seen to good effect from the track bed of the former North Eastern Railway line which runs underneath the first arch at the south end and now forms part of a nature reserve. Interpretive information boards are located along the route which heads west across the NER's own viaduct across Scandal Beck and past the limestone quarries which provided the material for building the Midland Railway's Smardale viaduct. Mounted on the inside of the eastern parapet is a commemorative stone laid by Agnes Crossley, wife of the Midland Railway's engineer John Crossley.

## APPENDIX 1 - SETTLE-CARLISLE LINE CHRONOLOGY

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Included here are events which have a direct or indirect bearing on the development and operation of the route followed and services provided by the Settle-Carlisle line.

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### THE RAILWAY COMES TO NORTH CRAVEN

In 1846, at the height of the 'Railway Mania' of the mid-1840s, the line from London had been extended to Carlisle via Crewe and Lancaster and, more locally, the Leeds and Bradford Railway had reached Skipton.

To fill the gap left in the north Craven area, the North Western Railway Company had been formed in 1845 with the aim of linking Skipton by rail to Lancaster via Settle, Clapham, Bentham, Wennington and the Lune valley, with a branch to Ingleton.

The station for Settle was located at Giggleswick and the first trains called there on 30 July 1849, with the services to Lancaster inaugurated the following June once the remaining stretch of track had been completed.

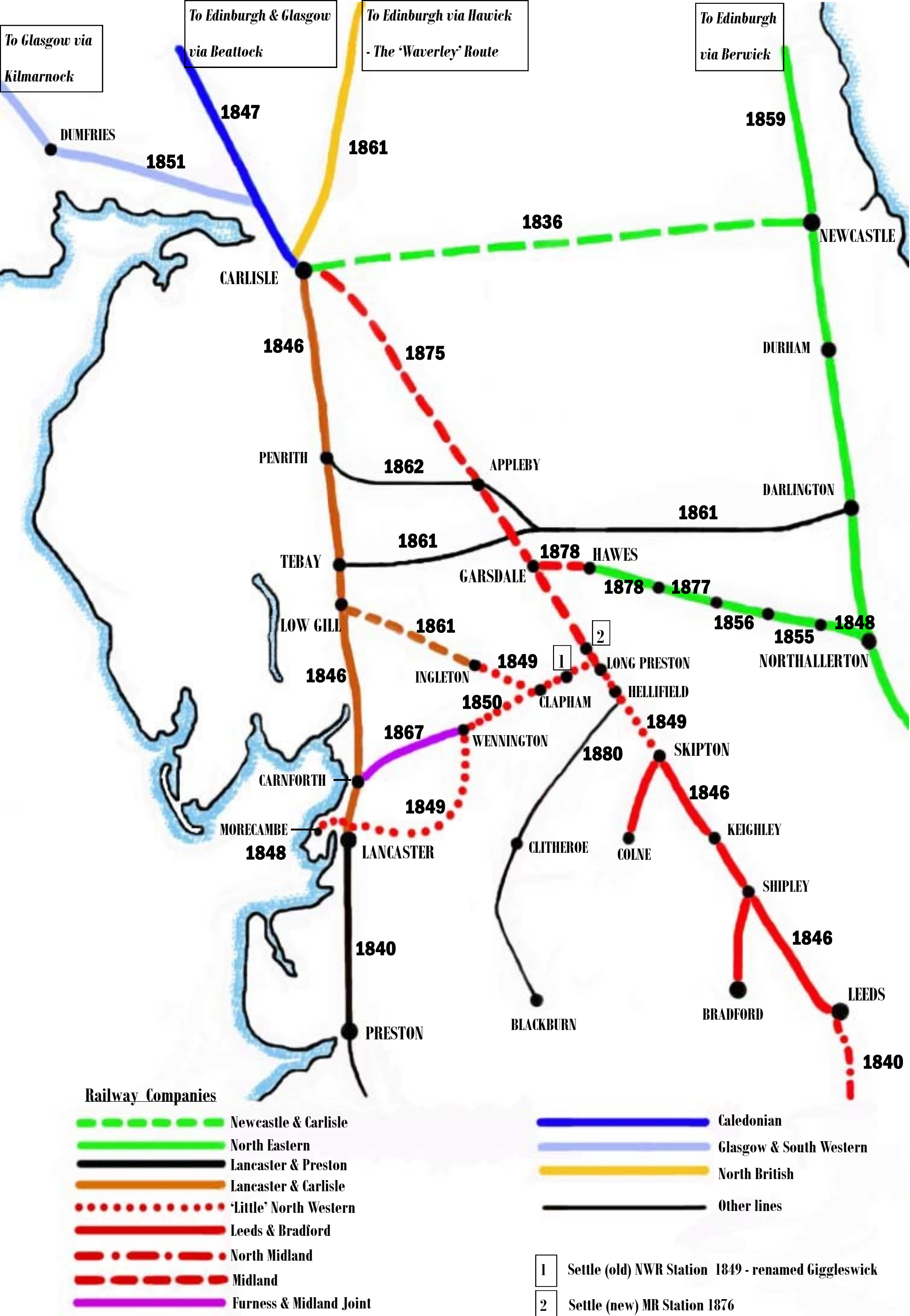
The Midland Railway Company was eager to expand northwards from its base in Derby and made arrangements with various other railway companies to allow its trains to travel over their lines. Problems arose in the 1860s, however, with the London and North Western Railway Company over the Midland's Scottish traffic, so much so that after much debate in Parliament, the Midland Railway ended up by building its own high-speed, but very costly, route to Scotland over the Pennines via Leeds, Settle and Carlisle.

Work begun of the Settle - Carlisle route in 1869 and, so far as the first four contracts were concerned, continued relentlessly over the roughest of terrain across the high Pennines for the next seven years, being opened to goods traffic in 1875 and to passengers in 1876. Contract No. 5, incorporating the link down Wensleydale between the Midland system at Garsdale and the North Eastern Railway at Hawes, was only finally opened in 1878.

The main line from Settle Junction to Petheril Junction at Carlisle is 73 miles long, and described by Benedict le Vay as "*a mad, mountainous, miraculous, marvellous, mysterious, mean, moody, magnificent, massive and masterful main-line Midland railway*", has captured the imagination of the travelling public for over 140 years. It has faced several threats of closure but a successfully mounted campaign in the 1980s, lasting as long as it took to build the line, ensured that it remained open. Hundreds of millions of pounds have been spent in recent years maintaining its mighty engineering works (14 tunnels and 21 viaducts) and it regularly experiences the worst that the Pennine weather has to offer.

The map overleaf summarises the gradual extension of the lines constructed by the different railway companies into what we now regard as Settle - Carlisle territory.





SOME EARLY RAILWAYS IN THE NORTH OF ENGLAND IN RELATION TO THE SETTLE-CARLISLE LINE

- 1836** The Newcastle & Carlisle Railway is the first railway to reach Carlisle, using a terminus in London Road.
- 1837** London Euston terminus station opened by the London to Birmingham Railway, making it the world's earliest long-distance railway.
- 1840** **25 June.** The Lancaster & Preston Joint Railway opens, providing a direct link between Lancaster (Castle) and London.  
**1 July.** The North Midland Railway reaches Leeds (Wellington) from Rotherham.
- 1844** **10 May.** The Midland Railway (MR) is incorporated by an amalgamation of the Midland Counties Railway, the North Midland Railway and the Birmingham and Derby Junction Railway.
- 1845** **February.** The North Western Railway (NWR) is formed with the aim of linking Skipton by rail with Lancaster. The NWR moves its offices to Settle.
- 1846** Skipton station built by the existing Leeds-Bradford Railway as part of the planned extension from Keighley to Skipton and Colne.  
**June.** Act passed for the North Western Railway to build the Skipton-Lancaster-Morecambe line, with a branch to Ingleton.  
**16 July.** London and North Western Railway (LNWR) formed by the amalgamation of the London & Birmingham, Grand Junction, Liverpool & Manchester, Manchester & Birmingham Railway Companies, and others.  
**27 July.** A Bill is submitted to parliament by the Blackburn, Clitheroe and North Western Junction Railway to construct a line between Blackburn and Chatburn.  
**Late 1846.** The NWR acquires the Morecambe Bay & Harbour Railway.  
**17 December.** Opening of the Lancaster – Carlisle Railway, using the terminus at London Road in Carlisle.  
**31 December.** First sod of the NWR's Skipton-Lancaster line cut at Cleatop near Settle.
- 1847** **8 September.** The first Skipton station opened by the Leeds and Bradford Railway.  
**September.** Carlisle Citadel station officially opened for traffic (built jointly by the Lancaster & Carlisle and Caledonian Railway Companies).
- 1848** **15 February.** The Caledonian Railway begins its services between Carlisle and Glasgow/Edinburgh.  
**6 March.** The York, Newcastle and Berwick Railway opens its line from Northallerton to Leeming. This was to form the first section of what ultimately became the Wensleydale Branch of the NER from Northallerton to Hawes, where it met the Midland Railway's branch from the Settle-Carlisle main line coming down from Hawes Junction (later Garsdale).  
**12 June.** Public service between Lancaster and Morecambe inaugurated by the NWR.  
**2 October.** Leeds and Bradford Railway opens its line to Colne.
- 1849** **30 July.** First passenger trains call at the newly constructed North Western Railway's station at Settle, (subsequently renamed Giggleswick when the Settle-Carlisle opened in 1876) on its new route between Skipton and Ingleton via Clapham.  
**31 October.** First NWR train runs between Wennington and Lancaster (Green Ayre), ready for the formal opening on **17 November.**
- 1850** **2 May.** NWR's track between Bentham and Clapham completed.  
**1 June.** Final stretch of the NWR's Skipton-Lancaster line opened between Clapham and Bentham and through services commence. Doubling of the track between Settle Junction and Clapham was completed in the autumn. (One source states that the NWR Ingleton station closed on 1 June 1850 and reopened on 16 Sep 1861 when the LNWR completed its line from Low Gill down to Ingleton.)
- 1851** **July.** Midland Railway (MR) acquired control of the Leeds & Bradford Railway by Act of Parliament.
- 1852** MR establishes a working arrangement with the 'Little' North Western Railway (NWR) for working of through trains to Lancaster.  
London Kings Cross terminus station completed by the Great Northern Railway.
- 1854** **31 July.** North Eastern Railway (NER) formed.
- 1855** **1 February.** Leeming and Bedale line opened.
- 1856** **19 May.** Bedale to Leyburn line opened.
- 1857** **25 August.** The Lancaster & Carlisle Bill is passed by parliament, authorising the L&C to construct a line between their main line at Low Gill and Ingleton, where it would provide a link with the NWR.

- 1859** The LNWR acquires control of the Lancaster & Carlisle Railway and continues with the Low Gill-Ingleton project.  
**8 August.** The NER acquires control of the Bedale-Leyburn line.  
The East Coast route to Scotland from London is completed.
- 1861** **24 August.** London & North Western Railway (LNWR; successor to the Lancaster and Carlisle Railway) opens branch between Low Gill and Ingleton to goods traffic and **16 September** for passengers, although services did not commence until **October**. Midland passengers for Scotland were handed over to the LNWR at Ingleton, either on some through trains (which suffered delays here or at Tebay) or by walking across Ingleton viaduct in order to catch LNWR trains from their Ingleton (Thornton) station.  
Opening of the trans-Pennine South Durham and Lancashire Union Railway.  
The North British Railway opens the through route between Edinburgh and Carlisle via Hawick.
- 1862** The Eden Valley Railway opens its line between Kirkby Stephen (East) and Penrith.  
**1 April.** First MR through services between Leeds and Glasgow/Edinburgh via Ingleton and Penrith.
- 1865** The North of England Union Railway proposes to construct a line from Settle to Hawes and Leyburn. The scheme was subsequently amended and resubmitted in 1866.  
In the summer Midland Railway General Manager James Allport and Engineer-in-Chief John Crossley survey the route for a Settle-Carlisle line.
- 1866** MR amended Bill submitted to parliament to construct a railway from Settle to Carlisle, with a branch to Hawes, with the intention of alleviating the inconveniences suffered at the hands of the LNWR.  
**16 July.** Assent to MR's amended Bill granted (The Settle and Carlisle Act), with running powers over other lines at Carlisle and Hawes. In view of the threat of losing traffic, the LNWR offers easier terms to the MR for the interchange at Ingleton if the amended Bill is withdrawn.  
**September.** The MR stakes out part of the proposed Settle-Carlisle line.
- 1867** **10 April.** Furness and Midland Joint Railway line between Carnforth and Wennington opened for goods traffic; opened for passengers **6 June**.
- 1868** **January** the preliminary work on the Settle-Carlisle project is suspended.  
**1 October.** St Pancras station opens, marking the completion of the MR's extension into London from Bedford.  
**November.** The LNWR and Midland Railway seek terms for through running of MR trains over LNWR rails to Scotland; these are subsequently agreed.
- 1869** The MR submits a Bill to parliament for abandoning the Settle-Carlisle project. Opposed by many parties, especially the Caledonian, North British and Glasgow & South Western Railway Companies.  
**16 April.** MR's Abandonment Bill rejected by parliament. MR draws up five tenders for contracts to construct the Settle-Carlisle line, including a branch to Hawes.  
**14 September.** First contract let for the line's construction.  
**November.** First sod of the Settle-Carlisle line cut at Anley, 1 mile south of Settle.  
**December.** Charles Sharland snowed up at Gearstones. First wave of contractors arrive at Batty Green, Ribbleshead.
- 1870** **12 October.** First stone laid at Batty Moss (Ribbleshead) viaduct.  
Construction begins in earnest on the MR's Settle-Carlisle line and the first shafts are sunk on Blea Moor. The work attracts the attention of local newspapers which report frequently on the progress along the length of the new line throughout the next six years.  
Hawes Joint Section line granted by parliament.
- 1871** **May-August.** Outbreak of smallpox at Ribbleshead navvy encampments.  
**1 July.** MR takes over the 'Little' North Western Railway, having leased it since 1859.  
**26 October.** John Ashwell's contract is relinquished and taken over by MR.  
Settle-Carlisle (Additional Powers) Act for deviations at Arten Gill and Cow Gill in Dentdale.
- 1872** **October.** Allport, Crossley and Kirtley submit list of proposals to the MR Construction Committee for sites and sizes of stations and engine sheds for the new line:
- |                      |                 |             |                |        |
|----------------------|-----------------|-------------|----------------|--------|
| Larger stations for  | Settle          | Appleby     | Lazonby        | Scotby |
|                      | Kirkby Stephen  | Long Marton | Armathwaite    |        |
|                      | Crosby Garrett  | Langwathby  | Cumwhinton     |        |
| Smaller stations for | Settle Junction | Dent        | Little Salkeld |        |
|                      | Horton          | Ormside     | Cotehill       |        |
|                      | Ribbleshead     | Newbiggin   | Hawes          |        |
- Decision deferred for stations at Hawes Junction and Culgaith.



- 1873** Further report by Allport, Crossley and Johnson (successor to Matthew Kirtley) to Construction Committee: Hawes Junction shed reduced in size to cater for 12, not 24, locomotives; water tanks and pumping engines for Hawes Junction (36,000 gallons), Appleby (20,000 gallons) and Lazonby (12,000 gallons). Carlisle – shed for 24 locos, 25 cottages for employees and 36,000 gallon water tank. The first loads of limestone from Craven Lime Company's quarry at Langcliffe are carried away by the new line.
- 1874** Tenders for building the stations received; J. Thornton of Bradford appointed to construct stations at Settle Junction, Settle, Horton and Helwith Bridge.  
Further Additional Powers granted for work at Cotehill.  
St Pancras Hotel opens for its first guests.
- 1875** **29 April.** Special train for MR's Directors runs over the Settle-Carlisle line.  
**2 August.** The line is opened for the first goods traffic, although some sections are still subject to single-line working.  
Further Additional Powers granted for the Hawes branch (Deviations 1 and 2) and at Appleby (southern junction with the NER).
- 1876** **1 May.** The line is fully opened for the first passenger trains running between London St Pancras and Carlisle, and then on to Glasgow St Enoch or Edinburgh Waverley.
- 1877** **1 February.** The NER opens the Leyburn-Askrigg portion of its extended Wensleydale line.
- 1878** **1 May.** NER commences goods and passenger services between Leyburn and Hawes.  
**August.** The branch from Hawes Junction to Hawes is opened to goods traffic; passenger services commenced on **1 October**.
- 1880** The Lancashire & Yorkshire Railway extends its line from Chatburn to join the MR at its new station at Hellifield which opened on **1 June**.
- 1881** **20 July.** Further enlargement of Carlisle Citadel station completed, necessitated by the arrival of the Midland Railway passenger services which commenced in 1876.
- 1883** The Midland Railway adopts its crimson ('Midland' or 'Derby') red livery for locomotives and carriages.
- 1893** The Midland Railway provides Dining Cars on all of its St Pancras –Scotland daytime express trains.
- 1895** The Long Meg mine opened by The Long Meg Plaster & Mineral Company for the mining and export of gypsum (operates until 1915). *The date of 1906 has also been given for Thomas McGhie and Sons' working as Britain's first gypsum mine and plaster mill. More corroborative evidence seems necessary here.*
- 1900** **21 December.** The occasion when the pilot locomotive No. 1310 spun round "beyond control" on the turntable at Garsdale in strong winds. Six men were called out at 5.30a.m. by Signaller Sutton.
- 1902** The MR introduces the first of its 3-cylinder 'Compound' 4-4-0 locomotives, necessitating strengthening of several bridges on the Settle-Carlisle line during 1902-3. This was prompted by an attempt to reduce the need for double-heading.  
Settle-Carlisle line used for locomotive performance trials.  
From documents in the S&C archive it appears that the Midland Railway's re-mileage of the Settle-Carlisle line took place in 1902 and that the new mile posts were erected on the up side of the line in the appropriate positions according to instructions received. According to some references, re-mileaging elsewhere of the MR system took place at a later date, c. 1914. For a while, it seems as if the old mile posts were left in position as on the 1911 MR Land Plans, both sets of posts are clearly indicated every one-quarter of a mile.
- 1904** MR passenger services from Lancaster extended to the new deep water port at Heysham, the service being electrified in **1908**.
- 1907** Water troughs at Garsdale installed.
- 1914-18** World War I. The line and its facilities are greatly extended and in heavy use.
- 1922** Long Meg mine reopened for the mining and export of anhydrite.

- 1923**    **1 January.** Effective date for the amalgamation or grouping of the former railway companies into the 'Big Four': Great Western Railway (GWR), London and North Eastern Railway (LNER), London, Midland and Scottish Railway (LMSR) and the Southern Railway (SR), following the Amalgamation (Railways) Act 1921. The LMS opts to make the West Coast (former LNWR) route rather than the Midland route over the Settle-Carlisle its premier route between London and Scotland.
- 1923-24**    Settle-Carlisle line again used as a locomotive testing route (**December 1923 – January 1924**).
- 1926**    **21 October.** Garsdale tank house formally opened as a social and recreational centre.
- 1927**    The LMS inaugurates the 'Thames-Clyde Express' (St Pancras – Glasgow St Enoch, via Settle-Carlisle and Kilmarnock) and the 'Thames-Forth Express' (St Pancras – Edinburgh, via the Settle-Carlisle and Hawick routes).  
**29 June.** Total eclipse of the sun, the centre of totality being Giggleswick. The Astronomer Royal makes his observations by the chapel of Giggleswick School while hundreds of others make their way by special trains to the areas of totality at Giggleswick, Settle and Leyburn to observe this unique phenomenon.
- 1937**    Settle-Carlisle line again used as a locomotive testing route, this time for LMS Stanier 4-6-0 No. 5660 *Rooke*.
- 1938**    Ribbleshead station becomes a meteorological reporting point (operating until about 1970).
- 1939-45**    World War II. The line is in heavy use again for the duration. Facilities at Blea Moor extended 1941.
- 1942**    **1 February.** Scotby station is closed to all traffic, the first station to close on the Settle-Carlisle line.
- 1947**    **February-March.** Severe weather conditions across Britain; the line is blocked by deep snow drifts for eight weeks.
- 1948**    **1 January.** Nationalisation of Britain's railways to form British Railways (BR).
- 1952**    Three more smaller stations on the Settle-Carlisle line close during the year: Cotehill (7 April), Ormside (2 June) and Crosby Garrett (6 October).  
**1 December.** Local services on the former North Eastern Railway's (NER) line from Tebay to Kirkby Stephen are withdrawn.
- 1954**    **1 February.** All local passenger services withdrawn between Clapham and Low Gill on the Ingleton branch.  
**25 April.** Last day of through passenger services between Northallerton and Garsdale.  
Settle-Carlisle route again used for locomotive testing.
- 1955**    Publication of British Railways' Modernisation Plan covering developments for the next 15 years.
- 1956**    Summer. Prototype of the new English Electric 'Deltic' locomotive under test on the Settle-Carlisle line.  
**5 Nov.** Cumwhinton station is closed.
- 1957**    **17 June.** British Railways inaugurates 'The Waverley', an express running between St Pancras and Edinburgh via the North British line through Hawick.
- 1959**    **16 March.** Last day of passenger services between Hawes Junction (Garsdale) and Hawes.  
'Condor' overnight non-stop freight service between London and Glasgow inaugurated using the Settle-Carlisle.
- 1960**    **7 March.** Low Gill line closed completely for passenger traffic.
- 1962**    The 1962 Transport Act.  
**22 January.** Appleby East (former NER) station closed and BR passenger services on the Eden Valley line are withdrawn (Barnard Castle - Kirkby Stephen East – Appleby – Penrith).  
**10 September.** Passenger services Blackburn – Hellifield withdrawn.
- 1963**    **January – March.** Severe weather conditions across Britain; the line is blocked for 5 days in **January 1963**.  
The Beeching Report *The Re-shaping of British Railways*. Recommendation is made that the Settle-Carlisle line be closed.  
**17 June.** Hellifield (former MR) motive power depot closed.
- 1964**    **27 April.** Goods facilities at Hawes station are withdrawn and the line between Northallerton and Hawes finally closed. This leaves the Wensleydale line reduced to a 22-mile freight only branch from Northallerton to Redmire quarry.  
Proposals to withdraw passenger services from all stations on the Settle-Carlisle route except Settle and Appleby are rejected by the Minister of Transport.

**1 October.** Freight at stations on the Low Gill line are withdrawn except between Clapham and Ingleton.  
'The Waverley' (St Pancras – Edinburgh) service withdrawn except for summer timetable only.

- 1965**    **1 March.** Ingleton finally closed to goods and the last remaining link on the Ingleton branch is closed.  
The track bed on the Hawes branch is lifted between Redmire and Garsdale.
- 1966**    **1 January.** The former NWR Lune valley line (Lancaster – Wennington) is closed to passenger traffic and the track lifted. Also, the electric services between Lancaster – Morecambe – Heysham are withdrawn.  
Diesel multiple units (DMUs) introduced by BR on the Settle-Carlisle line.
- September.** Kirkby Stephen East finally closed to goods traffic.
- 1967**    **2 January.** From this date the 12 stations between Settle and Carlisle (Horton in Ribblesdale, Ribblehead, Dent, Garsdale, Kirkby Stephen, Long Marton, Newbiggin, Culgaith, Langwathby, Little Salkeld, Lazonby & Kirkoswald and Armathwaite) become unstaffed halts and facilities for handling parcels are withdrawn.  
**April.** Trackbed of the Lowgill branch (Clapham – Tebay) is lifted by the Sheffield firm of T.W. Ward.  
**30 September.** Former GWR locomotive No. 7029 *Clun Castle* makes history by a memorable run with a special excursion from Peterborough to Carlisle.
- 1968**    **11 August.** BR 'Farewell to Steam' Tour (The "Fifteen Guinea Special") from hauled north over the Settle-Carlisle by No. 70013 *Oliver Cromwell* and, on the return run, by 'Black 5s' Nos. 44781 and 44871.
- 1969**    **6 January.** The 'Waverley' route from Carlisle to Edinburgh via Hawick closed to passenger traffic.  
**28 September.** Final run of the named 'Waverley Express'.
- 1970**    **4 May.** Last day of passenger services stopping at all twelve remaining unstaffed stations between Settle and Carlisle, accompanied by closure of these stations.
- 1971**    Garsdale tank house demolished.
- 1973**    The anhydrite trains from Long Meg works ceased working.
- 1974**    Settle-Carlisle line used for diversion of trains from the West Coast main line during electrification of its northern section.  
Electricity comes to Settle station, with new electric lighting replacing old gas lighting.  
First Ramblers' Excursion train organised.
- 1975**    **Early 1975.** Down platform at the closed Ribblehead station is removed to allow construction of new sidings into Ribblehead Quarry.  
Yorkshire Dales National Park Authority initiates their Dales Rail summer week-end services in conjunction with Cumbria County Council between Leeds and Appleby, stopping at the five intermediate stations of Horton in Ribblesdale, Ribblehead (up only), Dent, Garsdale and Kirkby Stephen which had been closed since
- 1970.**    **May.** 'Thames-Clyde Express' loses its name.
- 1976**    **1 May.** Culmination of the celebrations to mark the centenary of the opening of the line to passenger traffic. Special trains run and a Centenary Banquet is held in the evening at Settle station.  
**May.** St Pancras – Glasgow weekday morning and afternoon services over the Settle-Carlisle are cut back to run Nottingham – Glasgow only.  
Dales Rail services extended to include stops at Langwathby, Lazonby and Armathwaite on summer week-ends only. Christmas shopping specials operated similarly in December.  
Long Meg anhydrite mine, plaster works and associated sidings finally closed (dated given in Tyler, I. 2000).
- 1977**    **Autumn.** All remaining through London – Glasgow passenger service over the Settle-Carlisle withdrawn from the commencement of the winter timetable.
- 1978**    **25 March.** Return of steam-hauled specials to the Settle-Carlisle line on an experimental basis, heralded by 'The Norfolkman', headed by preserved LNER No. 4771 *Green Arrow*. Many others followed throughout the year.  
**13 May.** The Rt Revd Eric Treacy, former Bishop of Wakefield and renown railway photographer, collapsed and died at Appleby station waiting to photograph BR Class 9F 2-10-0 No. 92220 *Evening Star*.
- 1979**    **February - March.** Severe blizzards experienced in the north of England, blocking the line and roads near Dent station and Ais Gill.
- 1980**    **January-April.** Introduction of the regular steam-hauled 'Cumbrian Mountain Express' between Carlisle-Skipton-Carnforth.

- 1981** Announcement that between £4.25 – 6m would be required to be spent on Ribbleshead viaduct within five years if it were to remain serviceable; this figure is challenged.  
**2 May.** ‘Cumbrian Mountain Pullman’ inaugurated.  
**27 June.** Friends of the Settle-Carlisle Line Association (FoSCLA) formed.  
**24 October.** BR uses an HST set on the Settle-Carlisle line for publicity purposes, the images taken subsequently appearing on posters and leaflets throughout the country.
- 1982** **16 May.** The last day of the Nottingham-Glasgow train over the Settle-Carlisle, hereafter routed via the Hope valley line and Manchester, leaving only two Leeds-Carlisle trains each way per day (excluding Sundays).  
**4 December.** Public meetings held in Settle and Skipton to publicise the threat of closure of the line. FoSCLA to become a member of the Railway Development Society.
- 1983** **January.** The line is closed overnight between the hours of 1800 – 0700hrs.  
**13 May.** The last two booked through freight workings each way (Mondays – Fridays) are withdrawn, Carlisle - Healey Mills fitted freights transferred to other routes, chiefly the WCML.  
**18 August.** BR Corporate Plan: intention to close the entire line is announced.  
**3 September.** Alliance formed between FoSCLA, Transport 2000, Cumbria County Council, North Lancashire County Council and the Railway Development Society (NW Branch) to help fight closure of the line.  
Further public meetings held in Leeds, Skipton, Appleby, Carlisle and Settle.  
**October.** Ron Cotton appointed by BR with the aim to close the Settle-Carlisle line.  
**25 October.** Members of the Joint Action Committee meet David Mitchell, MP (Parliamentary Under-Secretary of State at the Department of Transport, Minister in charge of Transport (Railways)) in London.  
**December.** Dales Rail Christmas shopper trains prove popular.  
**13 December.** Formal notices for closure of the Settle-Carlisle line are posted.
- 1984** Over the winter the line is heavily used for diversionary traffic whilst track maintenance is carried out on the West Coast Main Line (WCML).  
**21 January.** Public meeting held in London; meetings in Bradford and Keighley follow.  
**March-September.** The Joint Action Committee issues five special Campaign Newsletters. The campaign soon attracts over 22,000 objections and one dog user.  
**17 May.** Formal closure notices are re-issued because of an oversight in the first notice; this to include Dales Rail services from Blackburn to Clitheroe and also steam-hauled specials. Visit to the line by David Mitchell, MP.  
**July.** PEIDA Report issued.  
**14 July – 9 September.** Introduction of Hull/York-Leeds-Carlisle service, with a DMU on weekdays and loco-hauled trains on Sundays.  
**6 August.** Formal closure notice issued by BR a third time because of a failure on 17 May to include the Newcastle Area Transport Users’ Consultative Committee; deadline for objections is now 28 September.
- 1985** **By February.** The track over Ribbleshead viaduct is singled in an attempt to reduce further stress on the cracked limestone blocks of the piers and so prolong its useful life.  
A fresh marketing strategy adopted by BR leads to a record level in receipts for travel over the line.
- 1986** **30 January.** Loading of stone ballast onto freight trains from the Ribbleshead Quarry site ceases.  
**March.** The disused NER Smardale Gill viaduct saved from demolition by BR.  
**March - April.** TUUC hearings regarding the objections to closure are held in Carlisle, Appleby, Settle, Skipton and Leeds.  
**14 July.** The eight unstaffed stations used by the summer Dales Rail services were re-opened on a permanent basis (viz. Horton in Ribblesdale, Ribbleshead, Dent, Garsdale, Kirkby Stephen, Langwathby, Lazonby and Armathwaite), though still only as un-staffed halts.  
**20 September.** Royal Visit to the Moorcock Show by HRH The Prince of Wales using the Royal Train to Garsdale.  
**25 September.** Royal Visit by HRH The Princess of Wales using the Royal Train to Settle.  
**29 September.** Following the success of the Dales Rail services since 1975, the eight stations which had been used were re-opened for scheduled BR passenger services on a permanent basis although they remain unstaffed.  
**December.** Ribbles Valley Rail formed to further the aims of developing rail services in the Ribbles valley.
- 1987** Gradual small-scale improvements such as platform seats and shelters, lighting, floral decorations, etc. for passengers using the smaller stations were instigated. The ‘Station Adoption Scheme’ gets under way.  
Public meetings held to publicise the new services.  
Debate on the Settle-Carlisle line in the House of Commons.  
The possibility of the line being sold to a private buyer is mooted.
- 1988** **16 May.** David Mitchell MP announces to the House of Commons that he is minded to consent to BR’s proposal for closure pending further developments and the examination of further evidence which, if the case against closure is not satisfactorily concluded, would result in the line being closed by the end of March 1989.  
**August/September.** The Settle-Carlisle line is put up for sale and tenders invited for its purchase.

Following the on-going success in marketing of the line, passenger figures were now almost 500,000 and revenue had increased £1m to £1.7m. 32,000 objections to the proposed closure had now been raised.

**September/October.** Further public meetings held by the TUCC in Appleby and Settle.

**Summer/Autumn.** Trial repair work carried out on Ribbleshead viaduct proved that repair work is feasible and that the estimated cost of repair would be £2.4m and not the £4.3m as originally claimed by BR.

**Autumn 1988.** Formation of the Settle-Carlisle Business Liaison Group (now the Settle-Carlisle Enterprise Network).

**1989 March.** Formation of the Lancaster to Skipton Rail Users Group.

**16 March.** Last freight working on the Warcop branch as the Ministry of Defence (MOD) ceases its rail movements along the line.

**11 April.** The announcement is made in parliament by Paul Channon, Secretary of State for Transport, that he was minded to reject British Rail's request for closure and in consequence, the Settle-Carlisle line, together with the associated Blackburn-Hellifield line, should remain open.

**September.** FoSCLA renamed the The Friends of the Settle-Carlisle Line (FoSCL).

**Mid-October.** Full programme of repair work begun on major structures along the line; this continues to early 1992, this first phase costing in excess of £500,000.

**10 October.** Visit by Michael Portillo, Minister of State for Transport, to inspect progress at Ribbleshead and elsewhere.

**15-29 October.** Ribbleshead viaduct closed to allow removal of existing ballast, repairs to be undertaken and provision of new waterproof membrane; total cost of this work was £0.25m.

**1990** Warcop branch advertised for sale to private bidder.

**14 March.** Settle-Carlisle Railway Trust established, being officially launched on **28 May**.

**17 April.** In Leeds Michael Portillo MP, Minister of State for Public Transport, launches the prospectus 'Opportunities for Development' for businesses and tourism connected with the Settle-Carlisle line.

**23 May.** Formation of the Wensleydale Railway Association.

**23 July.** Work begins on the next phase of renovation of Ribbleshead viaduct; structural repairs will be made to the piers and arches and is expected to take up to the end of 1991 to complete at a cost of about £2m.

**October.** Introduction of Class 156 'Sprinter' units on the Settle-Carlisle services.

**1991 April.** Major work on the piers and arches of Ribbleshead viaduct continues after the severe winter weather. The 80-mile stretch of the line between Hellifield and Carlisle is designated a Conservation Area.

**3 May.** The Royal Train brings HM The Queen on a Royal Visit to Kirkby Stephen.

**1992 June.** Restoration of Ribbleshead viaduct is completed at a cost of c.£2.5m.

**15 June.** Commemorative cairn erected by British Rail at the base of Ribbleshead viaduct.

Settle-Carlisle Railway Development Company formed.

**November.** Dent Head viaduct rebalasted and given a waterproof membrane.

**12 December.** First FoSCL Christmas 'Open Day' event at Settle station.

**18 December.** Last limestone train from Redmire Quarry on the Wensleydale line. The Wensleydale Railway Association is reformed as The Wensleydale Railway Company to investigate the purchase of the line.

**1993 April.** Refurbishment of Settle station begins and footbridge from Drem installed.

**28 May.** A new down platform at Ribbleshead station is officially opened.

The 1993 Railways Act enters the Statute Book allowing for the privatisation and break up of British Railways, to be effective from **1 April 1994**.

Radio communication for trains established between Settle and Carlisle.

**1994 18 January.** A new contract with British Gypsum sees the first of the desulphogypsum trains delivering material over the Settle-Carlisle line from Drax power station to Kirkby Thore plaster works. This is the first regular freight working over the line since withdrawal of through freight workings in May 1983.

**1 April.** New private franchises begin to operate on the railways following the break-up of British Rail, with Railtrack being responsible for the maintenance of the track and infrastructure.

**October.** Phase 1 of the Hellifield station restoration completed.

**1995 April.** New waiting shelters built at Horton in Ribblesdale and Dent stations. Repairs to Smardale viaduct.

**29 April.** FoSCL 'Special' Leeds - Carlisle - Edinburgh train.

**8 July.** Opening of FoSCL's sales shop at Settle station.

Aire Valley electrification scheme (Leeds-Bradford-Skipton) completed.

**1996** Extensive restoration work begins at Ribbleshead station (continues to 1998).

**12-14 July.** Celebrations for the 10th Anniversary of the return of regular local passenger services along the Settle-Carlisle line.

**1997** Further regular freight traffic introduced on the line.

Regional Railways North East becomes a subsidiary of MTL.

Further restoration work at Hellifield station.

**October.** AWS (Automatic Warning System) installed on the line.

- 1998** Programme of installing heritage lighting on Settle-Carlisle stations initiated and platform upgrading begins.  
Further restoration of station buildings at Horton in Ribblesdale.  
**1 May.** New shelter on the up platform at Langwathby opened.  
**Summer.** Renovation of the Force Gill aqueduct on Blea Moor (Bridge No. 71) undertaken.  
Appleby-Warcop line sold to Sustrans.
- 1999** **February.** Further refurbishment of Settle station.  
**10 April.** Brush Type 4 Class No. 47760 *Ribblehead Viaduct* named at Settle station.  
**17 April.** Restored Settle signal box officially opened.  
**Summer.** Heritage lighting installed on all stations except Settle. On-going work on upgrading 27km of the permanent way, Appleby-Settle, over four week closure; £20m spent so far.  
Installation of new automatic rain gauge at Ribblehead station. Similar devices installed at Dent, Shotlock Hill and Ais Gill to give warnings of the risk of landslides.  
**September.** 125-year lease on Ribblehead station taken by the Settle-Carlisle Railway Trust.  
The Leeds-Glasgow service is re-introduced over the line (but only until **2004**, when it is withdrawn again).  
**26 November.** Footbridge (brought from Guiseley) finally installed at Kirkby Stephen.
- 2000** Arriva takes over franchise for operating services over the Settle-Carlisle route, branded as Arriva Trains Northern.  
Introduction of On-train Adviser scheme on selected services (forerunner of the On-train Guides).  
**27 August.** New plaque erected and dedicated at St Leonard's churchyard, Chapel le Dale.  
A further £30m spent on renewal of 50km of track by Railtrack NW.  
Visitor Centre opened at the south end of the refurbished Ribblehead station.  
**December.** Last BR ballast train hauled from Ribblehead sidings by steam loco 8F No. 48151 on completion of latest track renewal programme.
- 2001** 125<sup>th</sup> anniversary celebrations for the opening of the line to passenger traffic.
- 2002** Heritage lighting finally installed at Settle station.  
New enamel signs erected at Ais Gill Summit.  
**July.** 125 year lease of Horton in Ribblesdale station agreed between Railtrack and The Settle-Carlisle Railway Trust.  
**2 October.** Railtrack taken over by Network Rail.
- 2003** Widespread outcry against the sudden and unannounced demolition of several platelayers' huts along the line by Serco, the contractors for Network Rail; demolition work suspended.  
**12 May.** Wensleydale Railway PLC takes possession of the 22-mile line between Northallerton to Redmire from Network Rail (officially from 6 June.)  
**24 October.** The Royal Train brings HRH The Prince of Wales to Kirkby Stephen from Carlisle.  
**October.** Arriva Trains commence their regular services, generally being 'top and tailed' by Class 37 diesel locomotives. Decking of Smardale viaduct renewed.
- 2004** **26 April.** Inauguration of the refreshment trolley service on selected Settle-Carlisle services, sponsored by the Development Company. New electronic weather reporting station installed at Ribblehead, feeding in information direct to the internet ([www.scen.co.uk](http://www.scen.co.uk))  
**1 August.** First regular services to Redmire operated by the Wensleydale Railway.  
**September.** Arriva Trains 'top and tailed' diesel hauled services cease operation.  
**12 (13) December.** Arriva Trains Northern franchise is taken over by Serco-Ned Railways, operating as 'Northern Rail'.  
Lease of Kirkby Stephen station acquired by the Settle-Carlisle Railway Trust.
- 2005** **22 March.** Visit by HRH The Prince of Wales to the line on the Royal Train hauled by LMS No. 6233 *Duchess of Sutherland*.  
**7 April.** The 2005 Railways Act receives the Royal Assent: main issue is the winding up of the Strategic Rail Authority (SRA) and replacing it with the Rail Passengers Council: fears expressed that it will make it easier for the government to close rail services in the future without the need for protracted enquiries.  
**June.** Re-opening of the Tea Rooms at Hellifield station.  
**6 July.** New commemorative cairn erected at Ribblehead viaduct.  
A new down platform constructed at Ribblehead station.
- 2006** The Settle-Carlisle Railway Trust purchases the station master's house at Ribblehead.  
Extensive track renewals carried out throughout the year during 82 days of 'blockades'.  
Replacement clocks, in the style of the originals, are made for the following stations: Horton in Ribblesdale, Ribblehead, Dent, Langwathby, Lazonby and Armathwaite.

Heritage lighting installed on the approach road to the up platform at Langwathby.  
FoSCL Golden Railcard introduced.

- 2007**    **23 February.** Derailment of Virgin Trains 'Pendolino' service at Greyrigg resulting in the diversion of West Coast Main Line services over the Settle-Carlisle route between Preston and Carlisle.  
New shelter built on the down platform at Lazonby and Kirkoswald station.  
**22 July.** First Ribbleshead viaduct walk at the end of a two-week closure of the line for track renewal between Settle Junction and Appleby.  
Class 158 'Sprinters' appear on the Settle-Carlisle services.
- 2008**    **July.** Refurbishment of platform buildings, Garsdale station.  
**July.** Channel 4's *Time Team* conducts survey of the navy camp at Rise Hill Shaft No. 2.  
**August.** Special tour celebrating the 40<sup>th</sup> anniversary of BR's 'Farewell to Steam' using restored *Oliver Cromwell* locomotive.
- 2009**    **11 April.** Opening of the restored platform buildings at Garsdale and unveiling of the Ruswarp sculpture.  
**26 July.** Second Ribbleshead viaduct walk.  
**23 September.** ABC News of the USA lists the Settle-Carlisle Railway in The World's Top Ten Greatest Railway Journeys, coming in second only to South Africa's 'Blue Train'.  
**October.** On-line weather reports available using the Broadband connection to the automated weather station at Ribbleshead.  
Completion of the latest refurbishment to the station buildings at Settle.  
**December/.....**
- 2010**    **January.** Severe weather throughout Britain ("The Big Freeze"); frozen points and huge icicles in Settle-Carlisle tunnels, especially Blea Moor. Train services continued more or less uninterrupted, offering spectacular views from the line.  
Completion of track replacement programme, giving the Settle-Carlisle line continuous welded track throughout, at a total cost of £100m, excluding a short section at Culgaith (see verse in Section J).  
**13 August.** Use of Ribbleshead siding commences for timber loading operations by Colas Rail.  
New approach and enlarged car parking facilities constructed on the up side of Garsdale station.
- 2014**    New permanent Settle-Carlisle exhibition opens at The Museum of North Craven Life, Settle.  
25<sup>th</sup> Anniversary of the reprieve of the line.
- 2015**    Formation of the Settle-Carlisle Line Association (SCLA).  
New Helwith Bridge Quarry link inaugurated for the export of aggregate.
- 2016**    **29 January.** Major landslide at Eden Brows leading to the long-term but temporary closure of the line: at first, north of Appleby but later only from Armathwaite. Connecting bus services in place.  
**1 April.** New rail franchise taken up by Arriva Trains, marketed as Arriva Rail North.

### **Parliamentary Acts - The Midland Railway's Settle and Carlisle Line**

|  |   |   |
|--|---|---|
| <b>The Midland Railway Settle to Carlisle, also Appleby North Junction Line and Hawes Branch.</b>                        | Act 1866 - 29 & 30 Vict.<br>ch. ccxxiii | Royal Assent 16 <sup>th</sup> July 1866 |
| <b>The Midland Railway (Additional Powers) Extension of Time</b>   | Act 1870 - 33 & 34 Vict.                | Royal Assent 20 <sup>th</sup> June 1870 |
| <b>The Midland Railway (Additional Powers) Arten Gill &amp; Cow Gill Deviations</b>                                      | Act 1871 - 34 & 35 Vict.                | Royal Assent 29 <sup>th</sup> June 1871 |
| <b>The Midland Railway (Additional Powers) Extension of Time</b>   | Act 1873 - 36 & 37 Vict.                | Royal Assent 28 <sup>th</sup> July 1873 |
| <b>The Midland Railway (Additional Powers) Confirmation of portion of work</b>   | Act 1874 - 37 & 38 Vict.                | Royal Assent 30 <sup>th</sup> July 1874 |
| <b>The Midland Railway (Additional Powers) Extension of Time, Appleby South Junction Line and Hawes Branch Deviation</b> | Act 1875 - 38 & 39 Vict.                | Royal Assent 29 <sup>th</sup> June 1875 |

## Railway franchises operating the Settle-Carlisle services since railway privatisation in 1994

- 1994 Regional Railways North East (RRNE), the former BR brand name being used by the first Train Operating Company (TOC).
- 1997 RRNE becomes a subsidiary of MTL, the new TOC, still branded as RRNE but not using the former BR 'double-arrow' logo, which is now the logo used by National Rail.
- 1998 September. RRNE put up for sale; 'Northern Spirit' the new TOC, using the 'double-arrow' logo.
- 2001 May. Arriva Trains Northern
- 2004 December. Northern Rail (Serco-Ned Railways)
- 2013 September. Next renewal of franchise due but subsequently extended to April 2014 and then 2016.
- 2016 Arriva Rail North.

## The use of the Settle-Carlisle line as a test route for locomotive performance trials

(summary information from O.S. Nock's exhibition, Settle 1976, and his book on the Settle-Carlisle, 1992)

- 1902** The first Midland Railway Johnson 3-cylinder 'Compound' No. 2631, built 1902. Renumbered No. 1000 in 1907 and rebuilt with superheater in 1914. Now preserved in the National Collection.
- 1923-4 10 December 1923 – 17 January 1924.** The first LMS tests using Midland '999' Class No. 998 and 'Compound' No. 1008; also LNWR 4-6-0 unnamed No. 388 'Prince of Wales' Class.
- 1924 November – December.** The former Midland 'Compounds' Nos. 1023, 1065 and 1066 were tested against ex-Caledonian Railway 4-4-0 Class 3 and the ex-LNWR 4-6-0 Class 5 'Claughton' Class No. 2221 *Sir Francis Dent*.
- 1930 May – June.** Ex-LNWR 'Claughton' Class Nos. 6001 and 5973 used on 'The Thames-Clyde Express'.
- 1937 October.** 'Jubilee' Class 5XP 4-6-0 No. 5660 *Rooke*.
- 1948** Inter-departmental Interchange Trials following Nationalisation.
- 1951-58** Eastern Region B1 4-6-0 No. 61353.  
BR Standard 'Britannia' Class 4-6-2 No. 70005 *John Milton*.  
BR Standard Class 5 MT 4-6-0 No. 73008.  
O.V.S. Bulleid's Southern 4-6-2 'Merchant Navy' Class No. 35022 *Holland-America Line*.  
Stanier 'Pacific' 4-6-2 No. 46225 *Duchess of Gloucester*. This locomotive here produced the greatest ever sustained steam running over the 'Long Drag' (with a 900-ton train, 30mph, 38500 lb. of steam/hour).  
BR Class 8 A3 'Pacific' prototype No. 71000 *Duke of Gloucester*.  
BR Standard Class 9F 2-10-0.  
BR prototype English Electric 'Deltic' diesel locomotive (May 1956)



The Settle-Carlisle line runs for 72 miles 45 chains between Settle Junction in the south and Petheril Junction in the north, where it joins the former Newcastle-Carlisle line for shared lines into Carlisle (Citadel) station. “The Long Drag” is strictly the steady 15-mile climb at 1 in 100 from Settle Junction to the first ‘summit’ just inside Blea Moor tunnel at 249m 44c. (at Shaft A). The official distances from the Midland Railway’s London terminus at St Pancras are given as:

|  |          | <i>Pre-1974 boundaries</i> | <i>Post-1974 boundaries</i> |
|--|----------|----------------------------|-----------------------------|
| Petheril Junction  | 307m 12c |                            |                             |
|  |          | ➤ Cumberland 23m 26c       | > <b>CUMBRIA</b>            |
| Crowdundle Viaduct No. 272   | 283m 66c |                            |                             |
|  |          | ➤ Westmorland 24m 01c      | > <b>CUMBRIA</b>            |
| Ais Gill Bridge No. 132  | 259 65c  |                            |                             |
|  |          | ➤ Yorks NR 2m 45c          | > <b>NORTH YORKS.</b>       |
| Moorcock Road Bridge No. 118   | 257m 20c |                            |                             |
|  |          | ➤ Yorks WR 7m 20c          | > <b>CUMBRIA</b>            |
| Blea Moor Tunnel No. 72  | 250m 00c |                            |                             |
|  |          | ➤ Yorks WR 15m 33c         | > <b>NORTH YORKS.</b>       |
| Settle Junction  | 234m 47c |                            |                             |
| TOTAL: Pre-1974: Yorks WR 22m 53c; Yorks NR 2m 45c; Westmorland 24m 01c; Cumberland 23m 26c. |          |                            |                             |
| Post-1974: NORTH YORKSHIRE 17m 78c; CUMBRIA 54m 47c.   |          |                            |                             |

In addition, details for the Hawes Branch are:

|                                   |          |                      |                          |
|-----------------------------------|----------|----------------------|--------------------------|
| Garsdale (Hawes Junction) Station | 256m 54c |                      |                          |
|                                   |          | ➤ 0m 48c in Yorks WR | > <b>CUMBRIA 0m 48c</b>  |
| Bridge No. 3                      | 257m 22c |                      |                          |
|                                   |          | ➤ 5m 27c in Yorks NR | > <b>N. YORKS 5m 75c</b> |
| Hawes Station                     | 262m 49c |                      |                          |

## APPENDIX 2 – STATIONS

| Name<br>(as in current use/<br>at time of closure)<br>Distance from St<br>Pancras (miles.chains)<br>Altitude (ft)   | Type  | Dates opened and closed                           |                  |             |             | Demol. |
|---|-------|---|------------------|-------------|-------------|--------|
|   |       | Passengers  |                  | Goods       |             |        |
|   |       | Opened/<br>Re-opened                              | Closed           | Opened      | Closed      |        |
| Settle (temp. 1876) <sup>1</sup><br>234m.40c<br>440'  | small | 2 Oct 1876  | 1 Nov 1877       | 2 Oct 1876  | 1 Nov 1877  | D      |
| SETTLE<br>Orig. Settle (New);<br>Settle 1 Jul 1879 <sup>2</sup><br>236m.39c<br>510'   | large | 1 May 1876  | -                | 1 May 1876  | 12 Oct 1970 |        |
| HORTON IN<br>RIBBLESDALE<br>Orig. Horton;<br>Horton in Ribblesdale<br>26 Sep 1927<br>242m.42c<br>800'   | small | 1 May 1876<br>29 Sep 1986                         | 4 May 1970*<br>- | 1 Aug 1876  | 1 Feb 1965  |        |
| RIBBLEHEAD<br>Orig. Batty Green.<br>Ribblehead 1 May 1877<br>247m.20c<br>1030'  | small | 4 Dec 1876<br>29 Sep 1986 (up)<br>May 1993 (down) | 4 May 1970*      | 1 May 1877  | 7 Nov 1966  |        |
| DENT<br>253m.31½c<br>1150'  | small | 6 Aug 1877<br>29 Sep 1986                         | 4 May 1970*<br>- | 6 Aug 1877  | 1 Oct 1964  |        |
| GARSDALE<br>Orig. Hawes Junction;<br>Hawes Junc. & Garsdale<br>20 Jan 1900;<br>Garsdale 1 Sep 1932<br>256m.53½c<br>1130'  | X     | 1 Aug 1876<br>29 Sep 1986                         | 4 May 1970*<br>- | 1 May 1876? | 6 Apr 1964  |        |
| KIRKBY STEPHEN<br>Kirkby Stephen &<br>Ravenstonedale 1 Oct 1900;<br>Kirkby Stephen Jan 1935;<br>Kirkby Stephen West<br>8 Jun 1953;<br>Kirkby Stephen 6 May 1968<br>266m.47c<br>860' | large | 1 May 1876<br>29 Sep 1986                         | 4 May 1970*<br>- | 1 May 1876  | 28 Sep 1964 |        |

- \* Reduced to unstaffed halts on 2 January 1967 but services continued to stop here until being withdrawn after 4 May 1970. They were used at weekends for Dales Rail services in summer 1975. This system continued to operate until the stations were-opened, still unstaffed, for regular BR passenger services on 29 September 1986 (Kevin Law's website states 16 July). However, Ribblehead was only available for up services until a new down platform was constructed in 1993.
1. Anderson & Fox (1986) state 2 Nov 1876. Kevin Law gives mileage as 234m.35c.
  2. Joy (1990) gives the date as August 1879.

|  |        |                           |                         |            |                          |          |
|--|--------|---------------------------|-------------------------|------------|--------------------------|----------|
| <b>Crosby Garrett</b><br>269m.61c<br>740'  | medium | 1 May 1876                | 6 Oct 1952 <sup>1</sup> | 1 May 1876 | 6 Oct 1952               | <b>D</b> |
| <b>Ormside</b><br>274m.64c<br>530' <sup>2</sup>  | small  | 1 May 1876                | 2 Jun 1952              | 1 Apr 1880 | 2 Jun 1952 <sup>3</sup>  |          |
| <b>APPLEBY</b><br>Appleby West Goods<br>1 Jul 1950;<br>Appleby West Passenger<br>1 Sep 1952;<br>Appleby 6 May 1968<br>277m.22c<br>520' | large  | 1 May 1876                | -                       | 1 May 1876 | 18 Oct 1971 <sup>4</sup> |          |
| <b>Long Marton</b><br>280m.15c<br>460'   | medium | 1 May 1876                | 4 May 1970              | 1 May 1876 | 6 Apr 1964               |          |
| <b>New Biggin/Newbiggin</b><br>283m.28c<br>430'  | small  | 1 May 1876                | 4 May 1970              | 1 May 1876 | 7 Nov 1966               |          |
| <b>Culgaith</b><br>284m.59½c<br>390'   | X      | 1 Apr 1880                | 4 May 1970              | 1 Apr 1880 | 5 Oct 1964               |          |
| <b>LANGWATHBY</b><br>Orig. Long Wathby;<br>Langwathby 1 Oct 1876<br>288m.23c <sup>5</sup><br>370'                                      | medium | 1 May 1876<br>29 Sep 1986 | 4 May 1970**<br>-       | 1 May 1876 | 6 Jul 1964 <sup>6</sup>  |          |
| <b>Little Salkeld</b><br>289.56½c<br>320'  | small  | 1 May 1876                | 4 May 1970              | 1 May 1876 | 6 Jul 1964               |          |
| <b>LAZONBY &amp; KIRKOSWALD</b><br>Orig. Lazonby;<br>Renamed Lazonby & Kirkoswald 22 Jul 1895<br>292m.49c<br>300'                      | medium | 1 May 1876<br>29 Sep 1986 | 4 May 1970**<br>-       | 1 May 1876 | 2 Nov 1964               |          |
| <b>ARMATHWAITE</b> <sup>7</sup><br>298m.09c<br>300'  | medium | 1 May 1876<br>29 Sep 1986 | 4 May 1970**<br>-       | 1 May 1876 | 6 Apr 1964               |          |

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- \*\* These three stations became unstaffed halts and were deprived of their stopping services after 4 May 1970. They were then used at weekends for Dales Rail services in the summer of 1976. This system continued to operate until they were re-opened for regular scheduled BR passenger services on 29 September 1986, although still as unstaffed stations.
1. Abbott & Whitehouse (1990) state 7 July 1952.
  2. Wood gives 520ft.
  3. Sims and Darmon erroneously state 1954.
  4. Smith & Cox (map) state 1970.
  5. Smith & Cox state 288.11c. – a figure significantly different from others quoted.
  6. Anderson and Fox state 6 Jun 1964.
  7. Gough (1989) states that one source suggests that there may have been goods traffic at Armathwaite from 2 August 1875 and at Knot Hill [Cotehill] from 4 October 1875.

|   |               |   |                         |            |                         |          |
|---|---------------|---|-------------------------|------------|-------------------------|----------|
| <b>Cotehill</b><br><i>Orig. intended as Knot Hill/<br/>High Stand Gill; altered<br/>to Cotehill after 1 Feb 1876</i><br><b>301m.23c</b><br><b>250'</b> <sup>1</sup> | <i>small</i>  | 1 May 1876  | 7 Apr 1952              | 1 May 1876 | 7 Apr 1952              | <b>D</b> |
| <b>Cumwhinton</b><br><b>304m.12c</b><br><b>200'</b>   | <i>medium</i> | 1 May 1876  | 5 Nov 1956 <sup>2</sup> | 1 May 1876 | 5 Nov 1956 <sup>2</sup> |          |
| <b>Scotby</b><br><b>305m.27½c</b><br><b>140'</b>  | <i>medium</i> | 1 May 1876  | 1 Feb 1942              | 1 May 1876 | 1 Feb 1942              |          |
| <b>CARLISLE</b><br><i>Orig. Carlisle Citadel</i><br><b>308m.07c</b><br><b>70'</b>   | -             | 1 Sep 1847; subsequently enlarged and modified several times. |                         |            |                         |          |
| <b>Hawes (Joint)<sup>3</sup></b><br><b>262m.49c</b><br><b>755'</b>  | <i>small</i>  | 1 Oct 1878  | 16 Mar 1959             | 1 Aug 1878 | 27 Apr 1964             |          |

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1. Wood states 280ft.
  2. Abbott & Whitehouse (1990) state 11 November 1956.
  3. The Midland Railway possessed running powers for all traffic over the NER line between Hawes and Leyburn. The NER possessed running powers for all traffic between Hawes Junction Station and Settle Junction.
- X** Garsdale and Culgaith stations were 'one-off' designs which did not conform to the three standard patterns adopted by the Midland Railway for its stations along the rest of the line.
- D** Station buildings demolished since closure.

## Additional Notes

1. The original **Settle Station** was built at the present site of Giggleswick station by the 'Little' North Western Railway on their Skipton to Lancaster line and opened to passengers from 30 July 1849. On the opening of the Settle-Carlisle line to passenger traffic on 1 May 1876 the former North Western station was referred to as **Settle (Old) Station**, finally being renamed **Giggleswick** on 1 November 1877. Meanwhile, the Midland Railway had built a temporary station at Settle Junction on a site not far from the present signal box and on the up side of the new main line. Called **Settle Junction**, it had a life of thirteen months only, opening to passengers on 2 October 1876 and closing on 1 November 1877. Settle Junction station was demolished in the late 1960s after being used as a gangers' hut for many years. Giggleswick station sidings were used for loading limestone brought by an aerial ropeway from the quarry on Giggleswick Scar but this working eventually ceased and the station closed to goods traffic on 9 September 1963. The Giggleswick signal box was closed on 16 November 1971 and subsequently demolished, the station became an unstaffed halt and the original NWR station buildings finally demolished in May 1978 having been left unattended for several years, but retaining the low level platforms characteristic of the 'Little' North Western until being entirely refurbished several years later to the state in which they are seen today.

2. Through goods services first ran between Settle Junction and Petteril Junction on 2 August 1875. The first through passenger services, including those from London St Pancras to Glasgow St Enoch (via the Glasgow and South Western's lines through Kilmarnock), ran on Friday 1 May 1876. The Midland had running powers from Petteril Junction forward over NER lines through London Road and Rome Street and from London Road Junction over Citadel Station Committee's lines into Citadel station itself. Similar agreements allowed other railway companies entering Carlisle from the south and the north to use each other's lines where specified to facilitate the easy transfer of both passenger and goods traffic.

3. The line from Hawes Junction to Hawes (Contract 5) was opened to goods on 1 August 1878 and then later that year to passengers on 1 October. The line closed to passenger traffic after 14 March 1959 and to goods on 27 April 1964.

4. As from 2 January 1967, twelve intermediate stations had their parcel facilities withdrawn and their status reduced to that of unstaffed halts, namely: Horton in Ribblesdale, Ribblehead, Dent, Garsdale, Kirkby Stephen, Long Marton, Newbiggin, Culgaith, Langwathby, Little Salkeld, Lazonby and Kirkoswald and Armathwaite. As indicated above, these stations were closed to passengers as from 5 May 1970. Settle lost its goods yard facilities on 12 October 1970 and Appleby suffered the same fate a year later on 18 October 1971. All goods (parcels) facilities between Settle Junction and Appleby North Junction were withdrawn by British Rail on 16 May 1983, and those between Appleby North Junction and Petteril Junction on 31 March 1989.

5. At Appleby, the intended connection between the Midland Railway Station Junction and the North Eastern Railway was completed in 1877 but never connected at the North Eastern end. It was taken out in 1901.

6. All distances are taken to the mid-way point along the platforms of the stations listed and measured to the nearest half-chain (11 yards) from the MR Land Plans of 1911, but taking into account the re-mileage undertaken c. 1902.

Sources: *Information shown in the list above has largely been drawn from the following publications:*

*Abbott, Stan and Whitehouse, Alan (1990): The Line that Refused to Die.*

*Anderson & Fox (1986): Stations and Structures of the Settle & Carlisle Railway.*

*Buck and Rawlinson (2004): Line by Line – The Midland Route.*

*Butt, R.V.J. (1995): The Directory of Railway Stations.*

*Gough (1989): Midland Railway: A Chronology.*

*Joy (1990): A Regional History of the Railways of Great Britain, Vol. 14: The Lake Counties. 2<sup>nd</sup> Edn.*

*Midland Railway Land Plan: survey by P.S.McCallum, MR Estate Agent, Derby, 1911, to the scale of two chains (44 yards) to one inch, with subsequent printed and manuscript amendments, including the re-mileage of the Midland system in early years of the 20<sup>th</sup> century. It shows the re-mileage distances for the Settle-Carlisle route of 1902.*

*Midland Railway Distance Diagrams.*

*Sims and Darmon (1986): Through the Carriage Window.*

*Wood, James R. (2001): Two Way Guide to the Settle Line.*

*Personal visual observation.*

[www.settle-carlisle.org](http://www.settle-carlisle.org) (some of the figures and dates differ from those quoted above and in other Appendices).

[www.kevin@railwayphotos.net](mailto:www.kevin@railwayphotos.net) and [www.railwayphotos.net](http://www.railwayphotos.net) (Kevin Law's websites where the figures seem largely based on those given in Anderson & Fox, although several serious errors are apparent in the information given).

For full bibliographic details, see Sections B and E of this publication.

## APPENDIX 3 – TUNNELS

| Name                             | Bridge No. | Length (yds/m)         | Max. Depth (ft/m) | Air Shafts                | Date Completed<br>(constructed <sup>1</sup> ) | Distance (miles.chains)<br>from St Pancras* |
|----------------------------------|------------|------------------------|-------------------|---------------------------|---|---|
| <b>Taitlands/<br/>Stainforth</b> | 20         | 120/109                |                   |                           |   | 238.56½                                     |
| <b>Blea Moor</b>                 | 72         | 2629/2404              | 390/119           | 3 (+2 temp.) <sup>2</sup> | 1874† <sup>3</sup> (1870-75)                  | 250.05½                                     |
| <b>Rise Hill</b>                 | 101        | 1213/1109              |                   | 2 <sup>4</sup>            | 1875† (1870-75)                               | 254.38                                      |
| <b>Moorcock</b>                  | 119        | 98/90                  |                   |                           | 1875† <sup>5</sup> (1871-74)                  | 257.41½                                     |
| <b>Shotlock Hill</b>             | 124        | 106 <sup>6</sup> /97   |                   |                           | 1875† <sup>7</sup> (1871-75)                  | 258.40                                      |
| <b>Birkett</b>                   | 168        | 424 <sup>8</sup> /388  |                   |                           | 1875† <sup>9</sup> (1871-74)                  | 264.33                                      |
| <b>Crosby Garrett</b>            | 195        | 181/166                |                   |                           | 1874† <sup>10</sup> (1871-75)                 | 269.04                                      |
| <b>Helm</b>                      | 223        | 571/522                |                   |                           | 1873† (1870-73)                               | 273.25½                                     |
| <b>Culgaith</b>                  | 276        | 661/604                | 74/22.5           | 1 <sup>11</sup>           | 1873 (1870-73)                                | 285.13                                      |
| <b>Waste Bank</b>                | 277        | 164/150                |                   |                           | 1873 (1871-73)                                | 285.51½                                     |
| <b>Lazonby</b>                   | 305        | 99/90                  |                   |                           | 1872 (1871-72)                                | 292.28                                      |
| <b>Baron Wood 1</b>              | 315        | 207/189                |                   |                           | 1873 (1871-72)                                | 295.46½                                     |
| <b>Baron Wood 2</b>              | 316        | 251 <sup>12</sup> /230 |                   |                           | 1873 (1871-73)                                | 295.61                                      |
| <b>Armathwaite</b>               | 318        | 325/297                |                   | 1 <sup>13</sup>           | 1872 (1870-71)                                | 296.58½                                     |
| <b>Mossdale Head</b>             | 9          | 245/224                |                   |                           | 1875  | 258.72                                      |

1 chain = 22 yards; 80 chains = 1 mile

All distances are measured to the centre of the tunnel and rounded to the nearest half-chain.

† These dates appear in the headwall masonry above the tunnel entrances. Birkett tunnel is unique in that it also displays the MR monogram in script lettering on the pilasters at either side of the tunnel entrances.

1. The dates for construction are those given in The Settle-Carlisle Development Company's publication *The Settle-Carlisle Railway: A Guide to Your Journey* by Toothill, D. and Armstrong, M. (2009). No sources are stated and it is difficult to reconcile the dates given with the carved datestones positioned above the entrances to some of the tunnels.

2. Many secondary sources categorically state that seven shafts were dug on Blea Moor during the construction of the tunnel. In fact only five were dug, the middle three being planned as permanent ventilation air shafts with brick air vents above. Houghton and Foster (1965) record three ventilation shafts and one "false shaft" (whatever that may mean). According to the Minutes of the Construction Committee, engineers' drawings, contemporary accounts in the *Lancaster Guardian* of the 1870s and the 1911 MR Land Plan all show that five shafts were dug, producing spoil tips of varying proportions: only the three central ones were permanent and numbered (from the south), Numbers 1, 2 and 3, at 249m.62½c., 249m.75½c. and 250m.37½c. respectively. The most southerly shaft of the five was Shaft A, at 249m.44c., and its position is marked today by a large spoil tip, the shaft itself having partially collapsed and subsequently fenced off by British Rail for safety reasons. The other temporary shaft, at the northern end (Shaft B, at 250m.57c.), produced only a small amount of spoil and unfortunately the site was largely obliterated when the forestry was established in the 1970s but it is approximately 100m north of the existing forestry track which crosses the line of the tunnel at right angles and is adjacent to the public footpath which follows the line of the tramway across the moor.

The maximum depth of Blea Moor tunnel, between Shafts 2 and 3, is approximately 500 ft.

The generally accepted depths of the ventilation shafts (10ft diameter) are: Shaft 1 227ft; Shaft 2 385ft; Shaft 3 400ft, although the figure for Shaft 2 is sometimes erroneously given as 358ft. The temporary shafts A and B were filled

in on completion of the tunnel and reached depths of about 76ft and 91ft respectively. The summit of "The Long Drag" (at 1151ft above sea level) is 365 yards inside the south portal of the tunnel, at a height of 1151ft above sea level.

3. Smith & Cox state date of completion was 1875.
4. The depth of the ventilation shaft No. 2 (north, at 254m.46½c.) at Rise Hill is recorded as being 147ft. No figure has yet been found giving details of Shaft No. 1 (south, at 254m.29½c.) but details will be shown on the engineers' drawings of the 1870s if they can be located. Shaft 2 has been fenced off.
5. Smith & Cox state date of completion was 1874.
6. Mitchell (1997) gives the length as 98 yards (seemingly confusing this with Moorcock tunnel). Law's website states 108 yards.
7. Smith & Cox state date of completion was 1874.
8. Anderson and Fox erroneously state 242 yards.
9. Smith & Cox state date of completion was 1875.
10. Smith & Cox and some other authors state date of completion was 1875. Some state construction began in 1873.
11. The shaft is at 285m.09c.; Smith & Cox state that the depth of the shaft is 74ft.
12. Some sources state 252 yards but 251 yards is the length given on the boards at the tunnel entrances.
13. The depth of the ventilation shaft (at 296m.57½c.) is given as 50ft by Smith and Cox. They also state that the tunnel was completed in 1871.

Sources:

*Anderson & Fox (1986): Stations and Structures of the Settle & Carlisle Railway.*  
*Buck (2014): Line by Line – The Settle & Carlisle 25<sup>th</sup> Anniversary 1989-2014.*  
*Buck and Rawlinson (2004): Line by Line – The Midland Route.**Gough (1989) Midland Railway: A Chronology.*  
*Houghton & Foster (1948, 1965): The Story of the Settle-Carlisle Line.*  
*Lambert (1997): Settle to Carlisle.*  
*Lancaster Guardian:* various reports during the 1870s.  
*Midland Railway Land Plan:* survey by P. S. McCallum, Estate Agent at Derby, 1911, to the scale of two chains (44 yards) to one inch.  
*Midland Railway Distance Diagrams.*  
*Mitchell (1997): Mile by Mile on the Settle-Carlisle.*  
*Smith and Cox (1976; revised edition 2011): The Settle & Carlisle Railway Map.*  
*Wildman's Almanack, Settle. 1873 and 1874.*  
*Williams (1878) The Midland Railway – Its Rise and Progress.*

[www.aphotographerssettlecarlisle.co.uk](http://www.aphotographerssettlecarlisle.co.uk). A photographic website, with plenty of additional information, See entry under Nick Green, Section F.

[www.railwayphotos.net](http://www.railwayphotos.net). A website with tables of data on stations, tunnels, viaducts, signal boxes, photographs and video clips by Kevin Law. Some of the figures and dates in the tables differ from those given in other sources, although most seem to follow those given in Anderson and Fox, which themselves are not always accurate. The distances for Horton and Ribbleshead stations are transposed and the architectural types of Newbiggin, Little Salkeld and Lazonby stations are incorrectly stated. Other major inconsistencies also appear for other major structures!

[www.settle-carlisle.org](http://www.settle-carlisle.org) Some of the figures and dates differ from those given in the table above and in those which follow in other Appendices.

*Personal visual inspection in the field.*

## APPENDIX 4 – VIADUCTS

| Name   | Bridge No. | Arches          | Max. Height (ft/m)    | Length (yds/m)         | Date Completed<br>(constructed <sup>1</sup> ) | Distance (miles.chains)<br>from St Pancras* |
|--|------------|-----------------|-----------------------|------------------------|---|---|
| Marshfield/<br>Kirkgate                      | 8          | 4               | 32/9.8                | 52/47.5                | 1871  | 236.51                                      |
| Settle/Church/<br>Whitefriars/<br>Marshfield | 9          | 6               | 45/13.7               | 88/80.5                | 1871  | 236.60                                      |
| Sheriff/Sher-<br>wood Brow                   | 27         | 3               | 55/16.8               | 58/53                  | 1872  | 239.51½                                     |
| Little/Ribble                                | 28         | 3               | 25/7.6                | 55/50                  | 1872  | 239.68                                      |
| [Ribble Bridge <sup>2</sup>                  | 34         | 5               | 16/4.9                |                        | 1872  | 240.51½]                                    |
| Ribblehead/<br>Batty Moss                    | 66         | 24              | 104 <sup>3</sup> /32  | 440/402                | 1875† <sup>4</sup> (1870-75)                  | 247.60                                      |
| Dent Head                                    | 77         | 10              | 100/30.5              | 199/182                | 1875† <sup>5</sup> (1870-75)                  | 251.17                                      |
| Arten Gill                                   | 84         | 11              | 117/35.7              | 220/201                | 1875† (1871-75)                               | 252.11½                                     |
| Moorcock/<br>Dandry Mire                     | 117        | 12              | 50/15.2               | 227/207                | 1875† (1873-75)                               | 257.06                                      |
| Lunds  | 121        | 5               | 63/19.2               | 103 <sup>6</sup> /94   | 1875 (1874-75)                                | 257.56½                                     |
| Ais Gill                                     | 137        | 4               | 75/22.9               | 87/79                  | 1875 <sup>7</sup> (1871-74)                   | 260.54                                      |
| Smardale                                     | 193        | 12 <sup>8</sup> | 131/40                | 237/217                | 1875† <sup>9</sup> (1870-75)                  | 268.54½                                     |
| Crosby Garrett                               | 197        | 6               | 55/16.8               | 110/100                | 1871 (1871)                                   | 269.37                                      |
| Griseburn                                    | 214        | 7               | 74/22.6               | 142/130                | 1875 (1873-75)                                | 271.56                                      |
| Ormside                                      | 231        | 10              | 90/27.4               | 200/183                | 1875 (1870-75)                                | 275.24                                      |
| Long Marton                                  | 252        | 5               | 60/18.3               | 108 <sup>10</sup> /99  | 1874 (1871-74)                                | 279.70                                      |
| Crowdundle/<br>New Biggin                    | 272        | 4               | 55/16.8               | 86/79                  | 1873 (1873)                                   | 283.66                                      |
| Little Salkeld                               | 296        | 7               | 60/18.3               | 134/122                | 1875 (1874-75)                                | 289.38                                      |
| Eden Lacy/<br>Long Meg                       | 301        | 7               | 60/18.3               | 137 <sup>11</sup> /125 | 1875 (1871-75)                                | 291.08½                                     |
| Armathwaite                                  | 320        | 9               | 80/24.4               | 176/161                | 1874 (1871-74)                                | 297.26½                                     |
| Dry Beck                                     | 326        | 7               | 80/24.4               | 139/127                | 1875 <sup>12</sup> (1871-74)                  | 299.09                                      |
| High Stand<br>Gill/Cotehill                  | 333        | 4               | 60/18.3               | 91/83                  | 1874 (1871-75)                                | 301.03                                      |
| Mossdale Gill                                | 12         | 4               | 40/12.2               | 78/72                  |   | 259.19                                      |
| Appersett Gill                               | 27         | 5               | 80/24.4 <sup>13</sup> | 108/99                 |   | 261.29½                                     |



1 chain = 22 yards; 80 chains = 1 mile

- \* All distances are measured to the centre of the viaduct and rounded to the nearest half-chain.
- † The date of completion is carved into a large stone and incorporated into the masonry of the parapets, generally facing outwards above the central pier or central arch on both sides. Variations peculiar to individual viaducts are given in the footnotes.
1. *Dates for construction taken from Toothill and Armstrong, 2009.*
  2. Ribble Bridge, No. 34, is not officially listed as a viaduct although it is built like one. It spans only the river, not the entire valley at this point. However, all tunnels, culverts, bridges and viaducts are termed 'bridges' by the railway engineers – see Appendix 5! Interestingly enough, the 2010 Tele Rail DVD *In the Cab, Vol. 5: Settle to Carlisle* calls this structure 'Ribble Viaduct', which seems entirely appropriate.
  3. Houghton & Foster (1948, 1965) stated erroneously that the height of Ribblehead viaduct was 165 feet, a figure which might have arisen from a typographical error in the Victorian accounts written at the time of construction and perpetuated for the best part of 90 years by generations of authors. Alternatively, the height given by Williams in *The Midland Railway: Its Rise and Progress*, from the bottom of the foundation of the piers to rail level was 165ft and it is this figure which might equally have been taken for the height of the viaduct itself (above ground level), despite Williams also recording that the foundations were carried 25ft down through peat-washing and clay. This being the case, it still does not explain the discrepancy of the missing 35ft! The confusion arising from these accounts was, fortunately, one of the myths dispelled during the re-examination of the contemporary accounts in preparation for the centenary of the line in 1976. Furthermore, most, if not all, of the limestone for its construction was quarried in Little Dale and not at Salt Lake, since it was built from the northern end, working south. Some authorities state the height of the tallest pillar as 105ft and, in view of the nature of the terrain, this would be an equally acceptable figure.
  4. Ribblehead viaduct has a datestone on the outside of east-facing parapet above the central king pier (Pier No. 12) and a similar one on the inside on the west-facing parapet. The latter was seemingly intended to be outwardly-facing on the west side but the numeral '5' appears to have been damaged when it was being carved and so this datestone was placed on the inside of the parapet instead.
  5. Dent Head is unique in having four datestones on its parapets, two facing outwards as usual and two similar ones facing inwards at the mid-way point. Law's website erroneously gives the length as 177 yards.
  6. Naylor and Sims, Darmon and Mitchell all erroneously state 193 yards.
  7. Smith & Cox state date of completion was 1874.
  8. Mitchell (1997) erroneously states 14 arches.
  9. In the centre of the viaduct, and facing inwards on the eastern parapet, is a stone commemorating the last stone laid by Agnes Crossley, wife of the engineer John Crossley, on 8 June 1875. The date stones are situated above the seventh pier, directly above Scandal Beck rather than at the central point of this impressive viaduct, the highest on the line. *N.B. Piers and arches are numbered from the south.*
  10. Given erroneously as 180 yards by Naylor and some other authors.
  11. Given erroneously in Sims and Darmon as 131 yards.
  12. Smith & Cox state date of completion was 1874. Buck (2014) erroneously has the height as 91ft and length as 60 yards.
  13. Mitchell (1999) states 56ft (=17.1m).

Sources as for Appendix 3, also:

Naylor (1989): *The Settle & Carlisle Railway – an Illustrated Book List.*  
Sims & Darmon (1986): *Through the Carriage Window.*

## APPENDIX 5 – ALL BRIDGES AND CROSSINGS (INCLUDING HAWES BRANCH)

This list summarises all bridges (which includes tunnels and viaducts) and all types of crossing recorded as being in use at one time or another since the line was built. Many crossings shown on the 1911 Land Plan are no longer in use but they are included here as a record; the current status of each is noted where this is known. Most were, or are, either accommodation or occupation crossings for the use of the landowners across whose land the railway was built and do not constitute public rights of way. Current Ordnance Survey maps indicate where rights of way exist, either as footpaths or bridleways and these are noted as such in this listing. In recent years extant crossings formerly comprised of old railway sleepers have been replaced by modern non-slip board crossings.

The distances stated here for the stations are to the mid-way point along the platforms, not to the exact position of the foot crossing(s), which may have been located at either the north (N) or the south (S) end of the platforms, or sometimes both. Similarly, using the convention adopted in Appendices 3 and 4 for tunnels and viaducts, the distances stated are to the mid-way points of the structures concerned. Distances are quoted to the nearest half chain (11 yards) and have been measured using the 1911 MR Land Plans, taking into account the re-mileage scheme adopted in 1902. This conforms to the present position of the mile posts on the 'up' side of the line but note that the distances given in these appendices do not always agree with those stated in some publications, e.g. the so-called Distance Diagrams which often seem to be rounded to the nearest chain and thus give rise to some confusion.

Entries for tunnels are printed in bold black type, those for viaducts in bold red type, those for aqueducts in bold blue and those for crossings in bold green. Structures no longer in existence or in use are shown in italics.

\* Indicates the 28 'Level Crossings' shown on the Railtrack/Corus Rail Consultancy document dated September 2000 in existence at the time.

UWG = Level crossing with user worked gates and telephone. Other crossings are currently without telephones.

| Name                         | Bridge No. | Asset Description                | Distance from St Pancras (miles.chains) | Notes  |
|------------------------------|------------|----------------------------------|---|--|
|                              |            | <b>Level crossing</b>            | <b>234.47</b>                           | <b>SETTLE JUNCTION S.B.</b>  |
| [Settle Junction             | 50         | Overbridge; plate girder; 1 span | 234.55                                  | Spans S&C and NWR lines]   |
| <i>Cleatop*</i>              |            | <i>Level Crossing</i>            | <i>234.56</i>                           | <i>Not shown on Line Plan &amp; no sign of it being in current use</i> |
| Clintsfield (Cleatop Barns)  | 1          | Underbridge                      | 235.10                                  |  |
| Anley Road A65               | 2          | Underbridge                      | 235.26                                  | Replaced Dec. 1997   |
| Lodge Road                   | 3          | Overbridge - 3 arch              | 235.54½                                 |  |
| Wrath (Barn)                 | 4          | Underbridge – culvert 6'6"       | 235.78                                  |  |
| Ingfield Road B6480          | 5          | Underbridge                      | 236.04½                                 |  |
| Cammock Lane                 | 6          | Underbridge                      | 236.21½                                 |  |
| Settle Station               | 6A         | Overbridge – foot; metal; 1 span | 236.38                                  | Brought from Drem 1993   |
| <b>Settle Station</b>        |            | <b>Crossing (N. end)</b>         | <b>236.39</b>                           | <b>SETTLE STATION</b><br><b>In current use by request</b>              |
| Station Road                 | 7          | Underbridge                      | 236.42                                  |  |
| <b>Marshfield Viaduct</b>    | <b>8</b>   | <b>Underbridge – viaduct</b>     | <b>236.51</b>                           |  |
| <b>Settle/Church Viaduct</b> | <b>9</b>   | <b>Underbridge – viaduct</b>     | <b>236.60</b>                           |  |
| Northfield                   | 10         | Underbridge                      | 236.73½                                 |  |
| Barrel Sykes (No. 1)         | 11         | Underbridge                      | 236.78½                                 |  |
| (Barrel Sykes No. 2)         | 12         | Underbridge – culvert 3'0"       | 237.04                                  |  |

|  |           |   |                |  |
|--|-----------|---|----------------|--|
| Langcliffe Road B6479                          | 13        | Underbridge                               | 237.19         |  |
| <i>Holme Farm*</i>                             |           | <i>Level Crossing</i>                     | <i>237.35½</i> | <i>Private accommodation; closed</i>   |
| Christie's Footbridge                          | 14        | Overbridge – foot; metal; 1 span          | 237.36         |  |
| Parker's                                       | 15        | Overbridge - 1 arch                       | 237.50½        |  |
| Leaps B6479                                    | 16        | Overbridge – 1 arch                       | 237.54½        |  |
|  | (16A)     | Overbridge – 1 span                       | 237.55         | Pedestrian footbridge  |
| Parker's/Willy Wood                            | 17        | Underbridge                               | 238.11½        |  |
| Near Disused Quarry                            | 17A       | Underbridge – culvert                     | 238.21         |  |
| <i>Stainforth Sidings*</i>                     |           | <i>Level Crossing</i>                     | <i>238.22</i>  | <i>Private occup'n path; closed</i>  |
| Murgatroyd's                                   | 18        | Overbridge – 1 arch                       | 238.45         |  |
| <b>Stainforth Aqueduct</b>                     | <b>19</b> | <b>Overbridge – aqueduct; 1 span</b>      | <b>238.46</b>  | <b>plate girder</b>  |
| <b>Stainforth/Taitlands Tunnel</b>             | <b>20</b> | <b>Overbridge – tunnel</b>                | <b>238.56½</b> |  |
| Banks  | 21        | Underbridge                               | 238.70         |  |
| Stainforth Beck                                | 22        | Underbridge                               | 238.73½        |  |
| Brown's  | 23        | Overbridge – 1 arch                       | 238.75½        |  |
| Stainforth Foss                                | 24        | Overbridge – 3 arch                       | 239.06         |  |
| Foster's                                       | 25        | Underbridge                               | 239.28½        |  |
| Sherwood                                       | 26        | Overbridge – 1 arch                       | 239.39½        |  |
| <b>Ribble/Sherwood or Sheriff Brow Viaduct</b> | <b>27</b> | <b>Underbridge – viaduct</b>              | <b>239.51½</b> |  |
| <b>Little Viaduct</b>                          | <b>28</b> | <b>Underbridge – viaduct</b>              | <b>239.68</b>  |  |
| Sherwood House                                 | 29        | Overbridge – 3 arch                       | 239.75½        |  |
| River Ribble                                   | 29A       | Footbridge over the River Ribble          | (239.14)       | Shown on MR Land Plan  |
| Sedgwick                                       | 30        | Overbridge – 1 arch                       | 240.15         |  |
|  | 31        | Underbridge – culvert 4'0"                | 240.18         |  |
|  | 32        | Underbridge – culvert 5'6"                | 240.35         |  |
| County Bridge/<br>Helwith Bridge               | 33        | Overbridge – 5 arch                       | 240.40         |  |
| Ribble Bridge (Viaduct)                        | 34        | Underbridge                               | 240.51½        | See note for this bridge Appendix 4  |
| Tinkler's                                      | 35        | Underbridge                               | 240.63½        |  |
|  |           | <b>Level Crossing</b>                     | <b>240.70½</b> | <b>Public footpath</b>   |
|  | 36        | Underbridge – culvert 5'0"                | 240.75½        |  |
| Arcow  | 37        | Underbridge                               | 241.10½        |  |
| <b>Crag Hill Farm*</b>                         |           | <b>Level Crossing (UWG) with sleepers</b> | <b>241.31</b>  | <b>Private accommodation (user worked gates with telephone); a public footpath</b> |

|                                  |    |                            |                |  |
|----------------------------------|----|----------------------------|----------------|--|
| Crag Hill                        | 38 | Overbridge – 1 arch        | 241.40         |  |
|                                  | 39 | Underbridge – culvert 4'6" | 241.51½        |  |
| Garth House Barn                 | 40 | Underbridge                | 241.70         |  |
| (Gillet Beck)                    | 41 | Underbridge – culvert 4'0" | 241.72½        |  |
| Samson's                         | 42 | Overbridge – 3 arch        | 242.02         |  |
| Beecroft's (No. 1)               | 43 | Underbridge                | 242.22         |  |
| (Whit Beck)                      | 44 | Underbridge – culvert 6'0" | 242.23         |  |
| Oldfield's (No. 1)               | 45 | Underbridge                | 242.24         |  |
| <b>Horton in Ribb. Station</b>   |    | <b>Crossing (S. end)</b>   | <b>242.42</b>  | <b>HORTON IN RIBB. STN</b><br><b>Sole means of crossing line,</b><br><b>also public footpath</b> |
| Beecroft's (No. 2)               | 46 | Underbridge                | 242.49½        |  |
| Oldfield's (No. 2)               | 47 | Underbridge                | 242.54½        |  |
| Blind Beck Rd (B6479)            | 48 | Underbridge                | 242.64         |  |
| Blind Beck                       | 49 | Underbridge – culvert 7'6" | 242.66         |  |
| Low Moor                         | 50 | Overbridge – 1 arch        | 243.28½        |  |
| Dyke Green                       | 51 | Underbridge                | 243.70         |  |
| Far Moor                         | 52 | Underbridge                | 244.03         |  |
| <b>Farr Moor *</b>               |    | <b>Level Crossing</b>      | <b>244.18</b>  | <b>Pte accomm'n; now closed</b>  |
| Leys Barn                        | 53 | Underbridge                | 244.42½        |  |
| (Gillgarth Beck)                 | 54 | Underbridge – culvert 5'0" | 244.48½        |  |
| Beckwith                         | 55 | Underbridge                | 244.56         |  |
| Selside (No. 1)                  | 56 | Underbridge - culvert 6'0" | 244.59½        |  |
| Selside (No. 2)                  | 57 | Underbridge                | 244.64         |  |
| <b>Selside</b>                   |    | <b>Crossing</b>            | <b>244.68½</b> | <b>Now closed</b>  |
| Shaw House (Barn)                | 58 | Underbridge                | 245.03         |  |
| Middle Pasture                   | 59 | Underbridge                | 245.30         |  |
| Crook Syke                       | 60 | Overbridge – 1 arch        | 245.56         |  |
| Lodge Hall                       | 61 | Underbridge                | 245.68         |  |
| <b>Footpath No. 7*</b>           |    | <b>Level Crossing</b>      | <b>246.01½</b> | <b>Private accommodation</b>   |
| Ashes/Ingman Lodge<br>Road B6479 | 62 | Overbridge – 1 arch        | 246.16         |  |
| Salt Lake                        | 63 | Overbridge – 1 arch        | 246.52         |  |
| Gauber                           | 64 | Overbridge – 1 arch        | 246.74         | <i>Demolished c. 2015</i>  |

|  |           |  |                |   |
|--|-----------|--|----------------|---|
| <b>Ribblehead Station</b>                |           | <b>Crossing links N. end of down platform with S. end of up platform</b> | <b>247.20</b>  | <b>RIBBLEHEAD STATION</b><br><b>Sole means of crossing line</b> |
| Low Sleight Road/<br>Ingleton Road B6255 | 65        | Underbridge  | 247.32         |   |
| <b>Ribblehead Viaduct</b>                | <b>66</b> | <b>Underbridge – viaduct</b>   | <b>247.60</b>  |   |
| Blea Moor No. 1                          | 67        | Underbridge  | 248.01         |   |
| Blea Moor No. 2                          | 68        | Underbridge  | 248.26         |   |
|  |           |  | <b>248.39</b>  | <b>BLEA MOOR S.B.</b>   |
| Blea Moor No. 3                          | 69        | Overbridge – 1 arch  | 248.55½        |   |
| Little Dale Beck                         | 70        | Underbridge  | 249.00         | Replaced 4 Nov. 1995  |
| <b>Force Gill Aqueduct</b>               | <b>71</b> | <b>Overbridge – aqueduct, 1 arch</b>                                     | <b>249.13½</b> |   |
| <b>Blea Moor Tunnel</b>                  | <b>72</b> | <b>Overbridge – tunnel</b>   | <b>250.05½</b> | Air Shafts at 249.44; 249.62½;<br>249.75½; 250.37½ & 250.57     |
| Mossy Bottom                             | 73        | Underbridge  | 250.70½        |   |
| Long Gill                                | 74        | Underbridge  | 250.72½        |   |
| Dent Head                                | 75        | Underbridge  | 250.73½        |   |
| Greenbanks/<br>Dent Road                 | 76        | Underbridge  | 251.09½        |   |
| <b>Dent Head Viaduct</b>                 | <b>77</b> | <b>Underbridge – viaduct</b>   | <b>251.17</b>  |   |
| (Wills Gill)                             | 78        | Underbridge – culvert 5'0"   | 251.28½        |   |
| Cookson's                                | 79        | Underbridge  | 251.29         |   |
| <b>Dent Head*</b>                        |           | <b>Level Crossing</b>  | <b>251.37</b>  | <b>Private accommodation (user worked gates); now closed</b>    |
| (Studley Garth Gill)                     | 80        | Underbridge – culvert 5'6"   | 251.43½        |   |
| (Scale Gill)                             | 81        | Underbridge – culvert 5'0"   | 251.53         |   |
| Lambert's                                | 82        | Overbridge – 1 arch  | 251.53         |   |
| <b>Aqueduct</b>                          | <b>83</b> | <b>Overbridge – aqueduct, 1 span</b>                                     | <b>251.65</b>  | <b>plate girder</b>   |
| <b>Arten Gill Viaduct</b>                | <b>84</b> | <b>Underbridge – viaduct</b>   | <b>252.11½</b> |   |
| Stonehouse Brow                          | 85        | Underbridge – culvert 4'6"   | 252.20         |   |
|  | 86        | Underbridge  | 252.20½        | Filled in   |
| Burton Overbridge                        | 87        | Overbridge; 3 arch   | 252.40         | Demolished 1970   |
| Cow Dub/Burton                           | 88        | Underbridge  | 252.52½        |   |
|  | 89        | Underbridge – culvert 1'9"   | 252.55         |   |
| Kell Beck Stone Arch<br>Culvert          | 90        | Underbridge – culvert 10'0"  | 252.59½        |   |
| Greenbank's                              | 91        | Underbridge  | 252.62½        |   |
|  | 92        | Underbridge – culvert 3'0"   | 252.67         |   |

|   |            |                                      |                            |  |
|---|------------|--------------------------------------|----------------------------|--|
| (Harber Gill)                             | 93         | Underbridge – culvert 5'0"           | 253.05                     |  |
| <b>Dent Station</b>                       |            | <b>Crossing</b>                      | <b>253.31½</b>             | <b>DENT STATION</b><br><b>Sole means of crossing the line</b><br><b>and in current use</b> |
| Dent Station Approach<br>over Monkey Beck | 94         | Sidebridge                           | (253.34)                   |  |
| Monkey Beck<br>Watercourse                | 95         | Underbridge                          | 253.35                     |  |
| Coal Road                                 | 96         | Overbridge – 4 arch                  | 253.37                     |  |
| <b>Aqueduct</b>                           | <b>97</b>  | <b>Overbridge – aqueduct; 3 span</b> | <b>253.44½</b>             | <b>metal, on brick piers</b>   |
|   | 98         | Underbridge – culvert 4'0"           | 253.67½                    |  |
|   | 99         | <i>Underbridge</i>                   | 253.71                     | <i>Infilled</i>  |
| (Cow Gill)                                | 100        | Underbridge – culvert 10'0"          | 254.03                     |  |
| <b>Rise Hill Tunnel</b>                   | <b>101</b> | <b>Overbridge – tunnel</b>           | <b>254.38</b>              | Shafts at 254.29½ & 254.46½  |
| Handley's                                 | 102        | Underbridge – culvert 2'0"           | 254.74                     |  |
| Assey Gill Watercourse                    | 103        | Underbridge – culvert 8'0"           | 255.14                     |  |
| <b>Scarr Top*</b>                         |            | <b>Level Crossing</b>                | <b>255.26½</b>             | <b>Private accommodation (user</b><br><b>worked gates); now closed</b>                     |
| Willan's                                  | 104        | Overbridge – 1 arch                  | 255.33½                    |  |
| (Inghead Gill)                            | 105        | Underbridge – culvert 3'0"           | 255.43½                    |  |
| Metcalf's                                 | 106        | Overbridge – 1 arch                  | 255.50                     |  |
| (Smout Gill)                              | 107        | Underbridge – culvert 3'6"           | 255.61½                    |  |
| <b>Meas/Garsdale Common</b>               |            | <b>Water Troughs</b>                 | <b>255.63-256.08</b>       | <b>Demolished</b>  |
| Metcalf's                                 | 108        | Overbridge – 1 arch                  | 255.63½                    |  |
| (Ling Gill)                               | 109        | Underbridge – culvert 3'6"           | 255.66                     |  |
| Cote Gill                                 | 110        | Underbridge – culvert 8'0"           | 255.74                     |  |
| Pratt's                                   | 111        | Underbridge                          | 256.09½                    |  |
| (High Scale Farm)                         | 112        | Underbridge – culvert 4'6"           | 256.19½                    |  |
| Dinsdale                                  | 113        | Overbridge – 1 arch                  | 256.24½                    |  |
|   | 114        | Underbridge – culvert 3'0"           | 256.32½                    |  |
| Coal Road                                 | 115        | Underbridge                          | 256.46½                    |  |
| <b>Garsdale Station</b>                   |            | <b>Sleeper crossing</b>              | <b>256.53½<sup>1</sup></b> | <b>GARSDALE STATION</b><br><b>Crossing removed</b>   |
|   |            |                                      | <b>256.54½</b>             | <b>GARSDALE S.B.</b>   |
|   | 115A       | Underbridge – culvert 5'0"           | 256.57                     |  |
|   | 116        | Underbridge                          | 256.59½                    |  |

|  |            |                              |                |  |
|--|------------|------------------------------|----------------|--|
| <b>Moorcock/<br/>Dandry Mire Viaduct</b> | <b>117</b> | <b>Underbridge – viaduct</b> | <b>257.06</b>  |  |
| Moorcock Road A684                       | 118        | Underbridge                  | 257.20         |  |
| <b>Moorcock Tunnel</b>                   | <b>119</b> | <b>Overbridge – tunnel</b>   | <b>257.41½</b> |  |
| Lunds                                    | 120        | Underbridge                  | 257.51½        |  |
| <b>Lunds Viaduct</b>                     | <b>121</b> | <b>Underbridge – viaduct</b> | <b>257.56½</b> |  |
| (South Lunds Sike)                       | 122        | Underbridge – culvert 4'0"   | 257.58         |  |
| <b>Grisedale Crossing*</b>               |            | <b>Level Crossing (UWG)</b>  | <b>257.68</b>  | <b>Private occupation (user worked gates with telephone)</b>   |
| Grisedale                                | 122A       | Overbridge – foot; 1 span    | 257.68½        | Orig. wood 1885; plate girder 1935/6                           |
| Quarry                                   | 123        | Underbridge – culvert 2'0"   | 258.05½        |  |
| <b>Shotlock Hill Tunnel</b>              | <b>124</b> | <b>Overbridge – tunnel</b>   | <b>258.40</b>  |  |
| (Rowan Tree Gill)                        | 125        | Underbridge – culvert 4'0"   | 258.48½        |  |
| Shaw Paddock                             | 126        | Underbridge                  | 258.74         |  |
| Shaw Paddock Water-Course No. 1          | 127        | Underbridge – culvert 6'0"   | 258.78         |  |
| Shaw Paddock Road B6259                  | 128        | Underbridge                  | 259.00         |  |
|  | 129        | Underbridge – culvert 3'0"   | 259.02½        |  |
| <b>Footpath No. 4*</b>                   |            | <b>Level Crossing</b>        | <b>259.30½</b> | <b>Public footpath with stile</b>                              |
|  | 130        | Underbridge – culvert 5'0"   | 259.35         |  |
|  | 131        | Underbridge – culvert 5'0"   | 259.38         |  |
| <b>White Birch*</b>                      |            | <b>Level Crossing</b>        | <b>259.40</b>  | <b>Private accommodation (user worked barrier); now closed</b> |
|  |            |                              | <b>259.60</b>  | <b>AIS GILL SUMMIT 1169'</b>                                   |
| Aisgill                                  | 132        | Overbridge – 3 arch          | 259.65         |  |
| (Smithy Gill)                            | 133        | Underbridge – culvert 8'0"   | 260.03         |  |
| Cote Gill                                | 134        | Underbridge                  | 260.21         |  |
| Far Cote Gill                            | 135        | Underbridge – culvert 8'0"   | 260.22         |  |
| Aisgill Moor Road B6259                  | 136        | Overbridge – 3 arch          | 260.25½        | "Wreck Bridge" of railwaymen                                   |
| <b>Ais Gill Viaduct</b>                  | <b>137</b> | <b>Underbridge – viaduct</b> | <b>260.54</b>  |  |
| <i>Aisgill Bridge</i>                    | 138        | <i>Overbridge – 3 span</i>   | 260.66         | <i>Demolished (called 'Hangman's Bridge' by some authors)</i>  |
| Plane Tree Gill                          | 139        | Underbridge – culvert 4'0"   | 260.74         |  |
| (Angerholme Gill)                        | 140        | Underbridge – culvert 6'0"   | 261.00½        |  |

|                        |            |                            |               |   |
|------------------------|------------|----------------------------|---------------|---|
| Hangman's              | 141        | Overbridge – 1 arch        | 261.08        | This is the name used by BR & Network Rail in their listing |
|                        | 142        | <i>Overbridge – 3 span</i> | 261.26½       | <i>Removed 1975 (brick piers and abutments remain)</i>      |
|                        | 143        | <i>Overbridge</i>          | 261.37        | <i>Demolished 1936</i>                                      |
|                        | 144        | <i>Overbridge</i>          | 261.48½       | <i>Demolished 1948</i>                                      |
| Ghyll                  | 145        | Underbridge                | 261.68        |   |
| Tan (Turner) Hay       | 146        | Underbridge                | 262.01½       |   |
| (Hazel Gill)           | 147        | Underbridge – culvert 5'0" | 262.09½       |   |
| Hazel (Gill Farm)      | 148        | Underbridge                | 262.12        |   |
| Little Ing             | 149        | Overbridge – 1 arch        | 262.27        |   |
| Deep Gill Watercourse  | 150        | Underbridge – culvert 6'8" | 262.37        |   |
|                        | 151        | Overbridge – 1 arch        | 262.43        |   |
| (Cowstead Gill)        | 152        | Underbridge – culvert 4'0" | 262.47        |   |
| Sycamore (Tree Farm)   | 153        | Overbridge – 1 arch        | 262.54½       |   |
| (Long/Laing Gill)      | 154        | Underbridge – culvert 6'0" | 262.58        |   |
| (Ing Ends Gill)        | 155        | Underbridge – culvert 4'0" | 262.63½       |   |
| Ing Ends No. 1         | 156        | Underbridge                | 262.65½       |   |
| Ings Ends No. 2        | 157        | Underbridge                | 262.73½       |   |
| Gate Lorne             | 158        | Underbridge                | 263.05        |   |
| Troops (Fallgill Sike) | 159        | Underbridge                | 263.09½       |   |
| (Dry Gill)             | 160        | Underbridge – culvert 4'0" | 263.22½       |   |
| Moss                   | 161        | Overbridge - foot ; 3 span | 263.29        | wooden structure; brick piers                               |
| (Moss Gill)            | 162        | Underbridge – culvert 4'8" | 263.33        |   |
|                        | 163        | <i>Overbridge</i>          | 263.35        | <i>Demolished (post 1937)</i>                               |
|                        | 164        | Underbridge                | 263.62½       |   |
| (High Intake Gill)     | 165        | Underbridge – culvert 7'0" | 263.72½       |   |
| Intake House           | 166        | Underbridge                | 263.76½       |   |
| Sunny Brow             | 167        | Overbridge – 1 arch        | 264.01½       |   |
| <b>Birkett Tunnel</b>  | <b>168</b> | <b>Overbridge – tunnel</b> | <b>264.33</b> |   |
| Fothergill Sike        | 169        | Underbridge – culvert 8'0" | 264.47½       |   |
|                        | 170        | <i>Overbridge</i>          | 264.52        | <i>Demolished 30 Jan 1927</i>                               |
|                        | 171        | Underbridge – culvert 4'3" | 264.59½       |   |
| Back of Birkett        | 172        | Underbridge                | 264.70½       |   |



|                                   |            |                                  |                |                                    |
|-----------------------------------|------------|----------------------------------|----------------|------------------------------------|
| Croon Lorne                       | 173        | Underbridge                      | 264.74½        |                                    |
|                                   | 174        | Overbridge                       | 265.02         | Damaged; demolished 11 Sep 1927    |
| Swallow Pot Lane                  | 175        | Overbridge – 1 arch              | 265.27½        |                                    |
| Bull Gill (Farm)                  | 176        | Underbridge                      | 265.44         | Infilled c. 2009                   |
| Keel Well                         | 177        | Underbridge                      | 265.55         |                                    |
| Wharton Lane                      | 178        | Underbridge                      | 265.60         |                                    |
| <b>(Moor End)*</b>                |            | <b>Level Crossing</b>            | <b>265.70</b>  | <b>Public footpath with stiles</b> |
| High Park                         | 179        | Underbridge                      | 266.07½        |                                    |
| Wharton Hall                      | 180        | Underbridge                      | 266.22         |                                    |
|                                   |            |                                  | <b>266.39½</b> | <b>KIRKBY STEPHEN S.B.</b>         |
| Kirkby Stephen Station            | 180A       | Overbridge – foot; metal; 1 span | 266.45½        | From Guiseley 1998, erected '99    |
|                                   |            |                                  | <b>266.47</b>  | <b>KIRKBY STEPHEN STATION</b>      |
|                                   |            | <i>Sleeper crossing</i>          | <b>266.47</b>  | <i>Removed</i>                     |
| Kirkby Stephen Road<br>A685       | 181        | Underbridge                      | 266.50½        |                                    |
| Intake                            | 182        | Overbridge – 3 arch              | 266.55½        |                                    |
| Harker's                          | 183        | Underbridge                      | 266.70½        |                                    |
| Thompson's                        | 184        | Underbridge                      | 267.06         |                                    |
| Nelly Bank                        | 185        | Underbridge                      | 267.21½        |                                    |
| Waitby Road                       | 186        | Underbridge                      | 267.43½        |                                    |
| Waitby Cattle Arch                | 187        | Underbridge                      | 267.46½        | infilled c. 2003                   |
| Waitby School Road                | 188        | Overbridge – 1 arch              | 267.57½        |                                    |
| Smardale Rock Cutting             | 189        | Overbridge – 1 arch              | 267.76½        |                                    |
| Smardale Town Gate                | 190        | Underbridge                      | 268.20         |                                    |
| Smardale Hall                     | 191        | Underbridge                      | 268.33½        |                                    |
| Hazel Gill                        | 192        | Underbridge                      | 268.41         |                                    |
| <b>Smardale Viaduct</b>           | <b>193</b> | <b>Underbridge – viaduct</b>     | <b>268.54½</b> |                                    |
| Appleby Gill                      | 194        | Overbridge – 1 arch              | 268.67         |                                    |
| <b>Crosby Garrett Tunnel</b>      | <b>195</b> | <b>Overbridge – tunnel</b>       | <b>269.04</b>  |                                    |
| Crosby Rock Cutting               | 196        | Overbridge – 1 arch              | 269.12½        |                                    |
| <b>Crosby Garrett<br/>Viaduct</b> | <b>197</b> | <b>Underbridge – viaduct</b>     | <b>269.37</b>  |                                    |
|                                   | 198        | Underbridge – culvert 3'0"       | 269.44         |                                    |
| Robinson's                        | 199        | Underbridge                      | 269.46½        |                                    |
| Ladle Bridle Path                 | 200        | Overbridge – 3 span              | 269.53         |                                    |

|                                   |            |                                  |                |   |
|-----------------------------------|------------|----------------------------------|----------------|---|
| <i>Crosby Garrett Station</i>     |            | <i>Sleeper crossing (N. end)</i> | <b>269.61</b>  | <b>CROSBY GARRETT STN (dem)</b><br><i>Sole means of crossing line;<br/>removed &amp; station demolished</i> |
| Stubside                          | 201        | Overbridge – 3 arch              | 269.62½        |   |
|                                   | 202        | Underbridge – culvert 3’9 ”      | 269.68         |   |
| Knock Hill                        | 203        | Underbridge                      | 270.01½        |   |
| Dropping Well/<br>Scaw Flatt Lane | 204        | Underbridge                      | 270.13         |   |
| (Crossenby Gill)                  | 205        | Underbridge – culvert 4’6”       | 270.15         |   |
|                                   | 206        | Underbridge – culvert 5’0”       | 270.26½        |   |
| Gallansey Lane                    | 207        | Underbridge                      | 270.27½        |   |
| Gallansey Road                    | 208        | Overbridge – 1 arch              | 270.39         |   |
| Gallansey Farm                    | 209        | Underbridge                      | 270.50         |   |
|                                   | 210        | Underbridge – culvert 4’9”       | 270.55½        |   |
| Stockber/Newlands<br>Road         | 211        | Overbridge – 3 arch              | 270.75         |   |
| Grass Gill Bottom                 | 212        | Underbridge                      | 271.23½        |   |
| Soulby and Asby                   | 213        | Underbridge                      | 271.46         |   |
| <b>Griseburn Viaduct</b>          | <b>214</b> | <b>Underbridge – viaduct</b>     | <b>271.56</b>  |   |
| High Griseburn                    | 215        | Underbridge                      | 271.69½        |   |
| <b>Griseburn*</b>                 |            | <b>Level Crossing (UWG)</b>      | <b>271.72½</b> | <b>Private accommodation (user<br/>worked gates with telephone)</b>   |
| Upper Griseburn                   | 216        | Underbridge                      | 272.12         |   |
|                                   | 217        | Underbridge – culvert 5’9”       | 272.12         |   |
| Crow Hill                         | 218        | Overbridge – 1 arch              | 272.39         |   |
| Breaks Hall No. 1                 | 219        | Underbridge                      | 272.53½        |   |
| (Watergill Sike)                  | 220        | Underbridge – culvert 9’6”       | 272.65         |   |
| Breaks Hall No. 2                 | 221        | Underbridge                      | 272.70         |   |
| Helm and Heights                  | 222        | Underbridge                      | 273.06½        |   |
| <b>Helm Tunnel</b>                | <b>223</b> | <b>Overbridge – tunnel</b>       | <b>273.25½</b> |   |
| Helm Farm                         | 224        | Overbridge – 3 arch              | 273.52         |   |
| Helm Road                         | 225        | Overbridge – 1 arch              | 273.63         |   |
| Tippen                            | 226        | Underbridge                      | 274.08½        |   |
| Mill Lane                         | 227        | Underbridge                      | 274.41         |   |
| Allan’s                           | 228        | Underbridge                      | 274.52         |   |

|   |            |                                     |                |  |
|---|------------|-------------------------------------|----------------|--|
| <i>Ormside Station</i>                  |            | <i>Sleeper crossing (S. end)</i>    | <b>274.64</b>  | <b>ORMSIDE STATION (closed)</b><br><i>Sole means of crossing line; since removed.</i>        |
| Leazes Hill                             | 229        | Underbridge                         | 274.67         |  |
| Ormside Hall<br>(Matlkiln Lane)         | 230        | Underbridge                         | 275.06         |  |
| <b>Ormside Viaduct</b>                  | <b>231</b> | <b>Underbridge – viaduct</b>        | <b>275.24</b>  |  |
| <i>Ormside Southfield Plant'n</i>       |            | <i>Level Crossing</i>               | <i>275.55½</i> | <i>Occupational crossing with stile; closed Mar 1965; removed</i>                            |
|   | 232        | Underbridge                         | 275.71         |  |
| Wedber Lane                             | 233        | Overbridge – 3 arch                 | 276.16½        |  |
| <i>Appleby</i>                          |            | <i>Level Crossing</i>               | <i>276.33½</i> | <i>Removed &amp; fenced off July 1927</i>  |
| Bongate B6542                           | 234        | Underbridge                         | 276.37½        |  |
| <i>Appleby</i>                          |            | <i>Level Crossing</i>               | <i>276.41½</i> | <i>Abolished Aug. 1918; removed</i>  |
| Dairy                                   | 235        | Overbridge – 3 arch                 | 276.56         |  |
| <b>Footpath No. 15*</b>                 |            | <b>Level Crossing (no sleepers)</b> | <b>276.68</b>  | <b>Public footpath with gates</b>  |
| (Drawbriggs Lane)                       | 236        | Underbridge                         | 276.76         |  |
| <b>Appleby Station</b>                  | 236A       | Overbridge – foot; metal, 1 span    | <b>277.22</b>  | <b>APPLEBY STATION</b><br>1901-02: Anderson & Fox, 1986.<br><b>In current use by request</b> |
|   |            | <b>Crossing</b>                     |                |  |
| Station Road                            | 237        | Underbridge                         | 277.24         |  |
|   | 238        | Underbridge                         | 277.32         |  |
|   |            |                                     | <b>277.34</b>  | <b>APPLEBY NORTH JN S.B.</b>   |
| Battlebarrow/ Long<br>Marton Road B6542 | 239        | Underbridge                         | 277.56         |  |
| Appleby By-pass A66                     | 240        | Underbridge                         | 277.77½        |  |
| Rodger Head                             | 241        | Underbridge                         | 278.02         |  |
| High Street/Roman<br>Road               | 242        | Overbridge – 3 arch                 | 278.20         |  |
| <b>Syphon Trod*</b>                     |            | <b>Level Crossing</b>               | <b>278.45</b>  | <b>Public footpath with stiles</b>   |
|   | 243        | Underbridge – culvert 2'0"          | 278.45½        |  |
| Windy Hill                              | 244        | Overbridge – 1 arch                 | 278.53         |  |
| Eastrigg Road                           | 245        | Overbridge – 1 arch                 | 278.60½        |  |
| Kelds Sykes                             | 246        | Underbridge                         | 278.64½        |  |
|   |            | <b>Level Crossing</b>               | <b>278.76</b>  | <b>Footpath crossing with stiles</b>   |
| Hungriggs                               | 247        | Underbridge                         | 279.11½        |  |
| Flow Lands                              | 248        | Underbridge                         | 279.18         |  |
| Croft Ends Road                         | 249        | Underbridge                         | 279.28         |  |
| Brampton Road                           | 250        | Underbridge                         | 279.34         |  |

|  |            |                              |                |  |
|--|------------|------------------------------|----------------|--|
| Tofts                                    | 251        | Overbridge – 3 arch          | 279.57½        |  |
| <b>Long Marton Viaduct</b>               | <b>252</b> | <b>Underbridge – viaduct</b> | <b>279.70</b>  |  |
| Park Lane                                | 253        | Underbridge                  | 279.78½        |  |
| Long Marton Road                         | 254        | Underbridge                  | 280.12         |  |
| <i>Long Marton Station</i>               |            | <i>Sleeper crossing</i>      | <b>280.15</b>  | <b>LONG MARTON STN (closed)</b><br><i>Crossing removed</i> |
| Jamieson's                               | 255        | Underbridge                  | 280.23½        |  |
| Tittery Banks                            | 256        | Underbridge                  | 280.34         |  |
| Thornbarrow                              | 257        | Overbridge - 1 arch          | 280.43         |  |
|  |            | <i>Level Crossing</i>        | <b>280.54½</b> | <i>No longer in use</i>                                    |
| <i>Low Moor (No. 1)</i>                  | 258        | <i>Underbridge</i>           | 280.60½        | <i>infilled c.2010</i>                                     |
| Low Moor (No. 2)                         | 259        | Underbridge                  | 280.65         | replaced July 2009   |
| Low Moor (No. 3)                         | 260        | Underbridge                  | 281.06½        |  |
| British Gypsum                           | 260C       | Underbridge                  | 281.18         | for conveyor belt from mine                                |
| Stamp Hill                               | 261        | Underbridge                  | 281.19         |  |
| Milburn Road                             | 262        | Overbridge – 3 arch          | 281.40         | strengthened July 2009                                     |
| <b>Low Abbey (Kirkby Thore)*</b>         |            | <b>Level Crossing</b>        | <b>281.65½</b> | <b>Public footpath with stiles</b>                         |
|  |            |                              | <b>282.02</b>  | <b>KIRKBY THORE S.B.</b>                                   |
| Kirkby Thore Hill                        | 263        | Underbridge                  | 282.10         |  |
| Waste Bank                               | 264        | Underbridge – culvert 2'9"   | 282.15         |  |
| Hale Grange/<br>Maiden Way               | 265        | Overbridge – 3 arch          | 282.35½        |  |
| Black Leases                             | 266        | Underbridge                  | 282.50         |  |
|  | 267        | Underbridge – culvert        | 282.77½        |  |
| (Hag Wood)                               | 268        | Underbridge                  | 282.79         |  |
| Newbiggin Bank                           | 269        | Underbridge                  | 283.17½        |  |
| Kirkby Thore Road                        | 270        | Underbridge                  | 283.24½        |  |
| <i>Newbiggin Station</i>                 |            | <i>Sleeper crossing</i>      | <b>283.28</b>  | <b>NEWBIGGIN STN (closed)</b><br><i>Crossing removed</i>   |
| Temple Sowerby                           | 271        | Underbridge                  | 283.46½        |  |
| <b>Crowdundle/<br/>Newbiggin Viaduct</b> | <b>272</b> | <b>Underbridge – viaduct</b> | <b>283.66</b>  |  |
| Park Wood                                | 273        | Overbridge - 4 arch          | 283.74½        |  |
| <i>Crowdundle Park Wood</i>              |            | <i>Level Crossing</i>        | <b>284.12½</b> | <i>Recently closed</i>                                     |
|  | 274        | Underbridge – culvert 4'0"   | 284.38½        | not numbered on Land Plan                                  |
| Haigh End                                | 275        | Underbridge                  | 284.44         |  |

|                                    |            |                              |                |  |
|------------------------------------|------------|------------------------------|----------------|--|
|                                    |            |                              | <b>284.55</b>  | <b>CULGAITH S.B.</b>   |
| <b>Culgaith*</b>                   |            | <b>Level Crossing</b>        | <b>284.55½</b> | <b>CULGAITH CROSSING</b><br>B6412 road crosses the line here; crossing with barriers controlled by manned S.B. |
|                                    |            |                              | <b>284.59½</b> | <b>CULGAITH STATION (closed)</b>   |
| <i>Culgaith tile</i>               |            | <i>Level Crossing</i>        | <i>284.74½</i> | <i>Former course of (private?) footpath from village to old works, with stiles</i>                             |
| <b>Culgaith Tunnel</b>             | <b>276</b> | <b>Overbridge – tunnel</b>   | <b>285.13</b>  | Air shaft at 285.09  |
| <b>Waste Bank Tunnel</b>           | <b>277</b> | <b>Overbridge – tunnel</b>   | <b>285.51½</b> |  |
| Stains Gill                        | 278        | Overbridge - 3 arch          | 286.13         |  |
| Watletts Brow                      | 279        | Underbridge                  | 286.45         |  |
| Skew B6412                         | 280        | Overbridge - 1 arch          | 286.66         |  |
| Mickleton (No. 1)                  | 281        | Overbridge - 1 arch          | 287.00         |  |
| Mickleton (No. 2)                  | 282        | Overbridge – 2 arch          | 287.12         |  |
| <i>High Barn No. 1*</i>            |            | <i>Level Crossing</i>        | <i>287.27½</i> | <i>Now closed</i>  |
| <i>High Barn No. 2*</i>            |            | <i>Level Crossing</i>        | <i>287.31</i>  | <i>Now closed</i>  |
|                                    | 283        | Underbridge – culvert 1'3"   | 287.36         |  |
| Moorbreast                         | 284        | Underbridge                  | 287.41         |  |
| Stoddart's                         | 285        | Underbridge                  | 287.51½        |  |
| Standing Stones                    | 286        | Underbridge                  | 287.67½        |  |
| Langwathby                         | 287        | Underbridge                  | 287.76½        |  |
| <i>Langwathby Station</i>          |            | <i>Sleeper crossing</i>      | <b>288.23</b>  | <b>LANGWATHBY STATION</b><br><i>Crossing removed</i>   |
| Alston Road A685                   | 288        | Underbridge                  | 288.26½        | Rebuilt October 1989   |
| Bank Edge                          | 289        | Underbridge                  | 288.31½        |  |
| Langwathby                         | 290        | Underbridge                  | 288.37½        |  |
| Nelson's                           | 291        | Overbridge – 1 arch          | 288.51         |  |
| Doctor's (Eden View)               | 292        | Overbridge – 3 arch          | 288.55         |  |
| Birchwood Lane                     | 293        | Overbridge – 3 arch          | 288.71         |  |
| Kyram                              | 294        | Underbridge                  | 289.05½        |  |
| Millriggs                          | 295        | Underbridge                  | 289.16½        | Rebuilt October 1989   |
| <i>Little Salkeld (Mill Rigg)*</i> |            | <i>Level Crossing</i>        | <i>289.21</i>  | <i>Now closed</i>  |
| <b>Little Salkeld Viaduct</b>      | <b>296</b> | <b>Underbridge – viaduct</b> | <b>289.38</b>  |  |
| Winskill Road                      | 297        | Underbridge                  | 289.53         |  |

|  |            |                              |                |   |
|--|------------|------------------------------|----------------|---|
| <i>Little Salkeld Station</i>            |            | <i>Sleeper crossing</i>      | <b>289.56½</b> | <b>LITTLE SALKELD STN (closed)</b><br><i>Crossing removed</i> |
| Little Salkeld River/<br>Robberby Water  | 298        | Underbridge                  | 289.77         |   |
| Little Salkeld Road                      | 299        | Underbridge                  | 290.11½        |   |
| Throstle Hall                            | 300        | Overbridge – 3 arch          | 290.52½        |   |
| <b>Eden Lacy Viaduct</b>                 | <b>301</b> | <b>Underbridge – viaduct</b> | <b>291.08½</b> |   |
| Force Mill                               | 302        | Underbridge                  | 291.18½        |   |
| Eden Lacy                                | 303        | Overbridge - 3 arches        | 291.29         |   |
| <b>Eden Lacy*</b>                        |            | <b>Level Crossing</b>        | <b>291.52</b>  | <b>Private accommodation (user<br/>worked gates)</b>          |
| Bank Top                                 | 304        | Underbridge                  | 291.74½        |   |
| <b>Lazonby Tunnel</b>                    | <b>305</b> | <b>Overbridge – tunnel</b>   | <b>292.28</b>  |   |
| Lazonby-Kirkoswald<br>Rd/Scar Beck B6413 | 306        | Underbridge                  | 292.45         |   |
| <i>Lazonby &amp; Kirkoswald Stn</i>      |            | <i>Sleeper crossing</i>      | <b>292.49</b>  | <b>LAZONBY &amp; KIRKOS. STN</b><br><i>Crossing removed</i>   |
| (Dyer's Beck)                            | 307        | Underbridge – culverts 6'0"  | 292.75½        |   |
| Wood End                                 | 308        | Underbridge                  | 293.05½        |   |
| Bird House/<br>Fiddlers Lane             | 309        | Overbridge - 1 arch          | 293.11         |   |
| Willie's                                 | 310        | Overbridge - 1 arch          | 293.31½        |   |
| Low Field                                | 311        | Underbridge                  | 293.49         |   |
| Quarry                                   | 312        | Overbridge – 3 arch          | 293.76         |   |
| Sampson's Chambers                       | 313        | Overbridge – 3 arch          | 294.44         |   |
| Baronwood Park                           | 314        | Overbridge – 3 arch          | 295.06½        |   |
| <b>Baron Wood Tunnel<br/>No. 1</b>       | <b>315</b> | <b>Overbridge – tunnel</b>   | <b>295.46½</b> |   |
| <b>Baron Wood Tunnel<br/>No. 2</b>       | <b>316</b> | <b>Overbridge – tunnel</b>   | <b>295.61</b>  |   |
| Pheasants' Drive                         | 317        | Underbridge                  | 296.07½        |   |
| <b>Armathwaite Tunnel</b>                | <b>318</b> | <b>Overbridge – tunnel</b>   | <b>296.58½</b> | Air shaft at 296.57½  |
| (Low Baron Wood Fm)                      | 319        | Overbridge – 3 arch          | 296.76½        |   |
| <b>Armathwaite Viaduct</b>               | <b>320</b> | <b>Underbridge – viaduct</b> | <b>297.26½</b> |   |
| Nunclose Road                            | 321        | Underbridge                  | 297.33         |   |
| Common                                   | 322        | Underbridge                  | 297.54½        |   |
| High Wood                                | 323        | Underbridge                  | 297.76         |   |
| <b>Armathwaite</b>                       |            | <b>Level Crossing</b>        | <b>298.01</b>  | <b>Public footpath (not recorded<br/>on 2000 document)</b>    |

|  |            |                                     |                |  |
|--|------------|-------------------------------------|----------------|--|
| Station Road<br>Armathwaite                    | 324        | Underbridge                         | 298.05½        |  |
| <b>Armathwaite Station</b>                     |            | <i>Sleeper crossing</i>             | <b>298.09</b>  | <b>ARMATHWAITE STATION</b><br><i>Crossing removed</i>  |
| Lock Hills                                     | 325        | Underbridge                         | 298.55         |  |
| <b>Dry Beck Viaduct</b>                        | <b>326</b> | <b>Underbridge – viaduct</b>        | <b>299.09</b>  |  |
| Low House                                      | 327        | Overbridge – 3 arch                 | 299.28         |  |
| <b>Low House Crossing*</b>                     |            | <b>Level Crossing</b>               | <b>299.54½</b> | <b>LOW HOUSE CROSSING</b><br>A public road crosses the line<br>here; crossing with barriers<br>controlled by manned S.B. |
|  |            |                                     | <b>299.55</b>  | <b>LOW HOUSE CROSSING S.B.</b>   |
| Wallacefield                                   | 328        | Overbridge – 3 arch                 | 299.73½        |  |
| Otter Stream                                   | 329        | Underbridge – culvert 4'0"          | 300.07½        |  |
| Froddle Crook                                  | 330        | Overbridge – 3 arch                 | 300.09         |  |
| (Eden Brows Wood)                              | 331        | Underbridge – culvert 3'0"          | 300.30         |  |
| <b>Eden Brows*</b>                             |            | <b>Level Crossing</b>               | <b>300.32</b>  | <b>Private footpath with gates</b>   |
| Eden Brows (Farm)                              | 332        | Overbridge – 3 arch                 | 300.48         |  |
| <b>Cotehill (Horrocks)*</b>                    |            | <b>Level Crossing (UWG)</b>         | <b>300.73½</b> | <b>Private accommodation (user<br/>worked gates with telephone)</b>  |
| <b>High Stand Gill or<br/>Cotehill Viaduct</b> | <b>333</b> | <b>Underbridge – viaduct</b>        | <b>301.03</b>  |  |
| <b>Syke Foot*</b>                              |            | <b>Level Crossing (UWG)</b>         | <b>301.17½</b> | <b>Private occupation (user<br/>worked gates with telephone)</b>   |
| <b>Cotehill Station</b>                        |            | <i>Sleeper crossing</i>             | <b>301.23</b>  | <b>COTEHILL STN (demolished)</b><br><i>Sole means of crossing line;<br/>since removed</i>                                |
| Inglewhaite                                    | 334        | Underbridge                         | 301.26         |  |
| Longstrumble                                   | 335        | Underbridge                         | 301.38         |  |
| Eden Bank                                      | 336        | Underbridge                         | 301.43½        |  |
| Robin Wood                                     | 337        | Underbridge                         | 301.65½        |  |
| Duncowfold                                     | 338        | Overbridge – 3 arch                 | 302.03         |  |
|  | 339        | Underbridge – siphon pipe 2'6"      | 302.14         | <i>siphon removed c.2003</i>   |
| <b>Bridleway No. 138042*</b>                   |            | <b>Level Crossing with sleepers</b> | <b>302.36</b>  | <b>Public bridleway with gates</b>   |
| Powmaughan                                     | 340        | Underbridge – culvert 8'0"          | 302.49½        |  |
| Abbey Lodge                                    | 341        | Underbridge                         | 302.67½        |  |
|  |            |                                     | <b>302.77</b>  | <b>HOWE &amp; CO. S.B.</b>   |
| <b>Howe &amp; Co's Siding*</b>                 |            | <b>Level Crossing</b>               | <b>302.76½</b> | <b>Diverted from 303.03 in 1951</b>  |
| Woodbine                                       | 342        | Underbridge                         | 303.13         |  |

|  |      |   |                |  |
|--|------|---|----------------|--|
| Stripes/Powmaughan   | 343  | Underbridge – culverts 2' - 6'0"            | 303.28         |  |
| Wetheral Shields   | 344  | Overbridge – 3 arch                         | 303.47         |  |
| <b>Beaty's Siding*</b><br><b>(Pickies Qy on 2000 doc.)</b> |      | <b>Level Crossing</b>                       | <b>303.69½</b> | <b>Public footpath with stiles</b>   |
| Quarry/Powmaughan  | 345  | Underbridge – culverts 2' – 6'0"            | 303.71         |  |
| Cumwhinton Road<br>B6263                                   | 346  | Overbridge – 1 arch                         | 304.09         |  |
| <b>Cumwhinton Station</b>                                  |      | <b>Sleeper crossing (S. end)</b>            | <b>304.12</b>  | <b>CUMWHINTON STN (closed)</b><br><b>Crossing removed</b>                                    |
| Beck Bridge  | 346A | Road bridge over steam                      | -              | 165 yards south on B6263   |
| <b>Cumwhinton</b>  |      | <b>Level Crossing</b>                       | <b>304.25½</b> | <b>Removed January 1961</b>  |
| <b>Cumwhinton*</b>   |      | <b>Level Crossing</b>                       | <b>304.29½</b> | <b>Public footpath with stiles</b>   |
| Hodge Yard   | 347  | Underbridge                                 | 304.68½        |  |
|  | 348  | Underbridge – culvert 4'0"                  | 304.75½        |  |
| Scotby Fields  | 349  | Overbridge – 3 arch                         | 305.10         |  |
| <b>Scotby Station</b>                                      |      | <b>Sleeper crossing</b>                     | <b>305.27½</b> | <b>SCOTBY STATION (closed)</b><br><b>Crossing removed</b>                                    |
| Station Road Scotby  | 350  | Underbridge                                 | 305.30½        |  |
|  | 351  | Underbridge                                 | 305.36½        |  |
|  | 352  | Underbridge – culvert 3'0"                  | 305.40½        |  |
| (Wash Beck)  | 353  | Underbridge – culvert 3'0"                  | 305.41½        |  |
| Parks  | 354  | Underbridge                                 | 305.42         | Fenced off 1917  |
|  | 355  | Overbridge                                  | 305.49½        | Footbridge demolished Nov. 1960  |
| Swine Hill   | 356  | Overbridge – 3 arch                         | 305.57½        |  |
| Lambley Bank M6  | 356A | Overbridge – 1 span                         | 305.74         |  |
|  | 357  | Underbridge                                 | 306.02         | Demolished January 1915  |
|  | 357A | Underbridge – culvert 3'0"                  | 306.10½        |  |
| Durran Hill Beck   | 358  | Underbridge – culvert 5'0"                  | 306.23         |  |
| Harraby  | 359  | Underbridge (subway)                        | 306.26         |  |
| Durran Hill – Carlisle<br>(Eastern Way)                    | 359A | Overbridge – 1 span                         | 306.47½        |  |
| Durran Hill  | 360  | Overbridge – 7 spans                        | 306.49         | 3 spans over MR lines now<br>demolished; those over NER lines<br>survive but are fenced off. |
|  |      |   | <b>307.12</b>  | <b>PETTERIL BDG JCN</b>  |
| (River Petteril No. 1)                                     | 361  | Underbridge to MR cattle docks              | 307.13         | Demolished   |
| (River Petteril No. 2)                                     | 362  | Underbridge – road to London Road<br>access | 307.13         | Demolished   |



|                              |     |   |        |  |
|------------------------------|-----|---|--------|--|
| (River Petteril No. 3)       | 363 | Underbridge – to MR slaughter houses and goods shed | 307.13 | Demolished   |
| Petteril Bridge (R.Petteril) | 168 | Underbridge   | 307.14 | NER numbered   |
| London Road A6               | 169 | Overbridge – 1 arch                                 | 307.26 | NER numbered   |
| St Nicholas                  | 241 | Overbridge – 5 spans                                |        | WCML numbered. Constructed & opened 1928 across all lines. |

### THE HAWES BRANCH

|                         |           |                              |                |                            |
|-------------------------|-----------|------------------------------|----------------|----------------------------|
| Peacock                 | 1         | underbridge                  | 257.02½        |                            |
|                         | 2         | underbridge – culvert 2'0"   | 257.19½        |                            |
| Mere Gill               | 3         | underbridge – culvert 5'0"   | 257.22½        |                            |
|                         | 4         | underbridge – culvert 4'6"   | 257.67½        |                            |
| Moorland Cottage        | 5         | overbridge – 1 arch          | 258.00         |                            |
|                         | 6         | underbridge – culvert 5'0"   | 258.04         |                            |
| Badger Hill Quarry      | 7         | underbridge                  | 258.40         |                            |
|                         | 8         | underbridge – culvert 4'0"   | 258.63         |                            |
| Mossdale Head Tunnel    | 9         | overbridge – tunnel          | 258.72         | Fenced off; in private use |
|                         | 10        | underbridge – culvert 5'0"   | 259.07½        |                            |
|                         | 11        | underbridge                  | 259.12         |                            |
| <b>Mossdale Viaduct</b> | <b>12</b> | <b>underbridge – viaduct</b> | <b>259.19</b>  |                            |
| Mossdale Head           | 13        | underbridge                  | 259.21         |                            |
|                         | 14        | underbridge – culvert 3'6"   | 259.21         |                            |
|                         | 15        | underbridge                  | 259.40         |                            |
| <i>Mossdale Head</i>    |           | <i>Level Crossing</i>        | <i>259.47½</i> | <i>Crossing removed</i>    |
| Mid Mossdale            | 16        | underbridge                  | 259.68         |                            |
|                         | 17        | underbridge – culvert 4'0"   | 259.68½        |                            |
|                         | 18        | underbridge                  | 259.69         |                            |
|                         | 19        | underbridge                  | 259.74         |                            |
| <i>Near Hollin Bank</i> |           | <i>Level Crossing</i>        | <i>260.00</i>  | <i>Crossing removed</i>    |
| Hollin Bank             | 20        | underbridge                  | 260.22½        |                            |
|                         | 21        | underbridge                  | 260.30         |                            |
|                         | 22        | underbridge – culvert 3'6"   | 260.31         |                            |
|                         |           | <i>Level Crossing</i>        | <i>260.32½</i> | <i>Crossing removed</i>    |
|                         | 23        | overbridge                   | 260.43½        |                            |

|                          |           |                            |                |  |
|--------------------------|-----------|----------------------------|----------------|--|
| Cragfold Sike            | 24        | underbridge – culvert 4'6" | 261.03½        |  |
|                          | 25        | underbridge                | 261.06½        |  |
| Bluebridge               | 26        | underbridge                | 261.17         |  |
| <b>Appersett Viaduct</b> | <b>27</b> | <b>underbridge</b>         | <b>261.29½</b> |  |
|                          | 28        | underbridge                | 261.64½        |  |
| Thorns Sike              | 29        | underbridge – culvert 4'0" | 261.66         |  |
|                          |           | <i>Level Crossing</i>      | <i>261.68½</i> | <i>Crossing removed</i>                                  |
| Halfway House/A686       | 30        | underbridge                | 261.77½        | demolished   |
| Ashes Farm               | 31        | overbridge                 | 262.07½        |  |
|                          | 32        | underbridge                | 262.14         |  |
|                          | 33        | underbridge                | 262.21         |  |
|                          | 34        | underbridge                | 262.27         |  |
|                          | 35        | underbridge                | 262.28½        |  |
|                          | 36        | overbridge                 | 262.35½        |  |
| Gayle Beck               | 37        | underbridge                | 262.44½        | demolished   |
| Brunt Acres Road         | 38        | overbridge                 | 262.46         |  |
|                          |           | <i>Sleeper crossing</i>    | <i>262.49</i>  | <i>HAWES STATION (closed)</i><br><i>Crossing removed</i> |
| Footpath to Riverside    | 39        | underbridge                | 262.60         |  |

## Notes

1 chain = 22 yards; 80 chains = 1 mile

On the original Midland Railway route between Settle Junction and Petheril Junction there were 363 officially listed 'bridges', a term which included viaducts, tunnels, underpasses and culverts. These form the basis of the listing above. Since the beginning of the 20<sup>th</sup> century, some new bridges have been constructed and several more demolished. The list above gives the situation as on 1 January 2012 in so far as it has been possible to check the record against the MR Land Plan, the current list provided by Network Rail, various other generally reliable sources and extensive visual inspections of most locations in the field. The Bridge Number or Identifier is the number given to the structure when it was built by the Midland Railway or when erected subsequently by its successors, and which is in use today. With certain modifications, these numbers are indicated on the structures concerned. The number usually either appears on a plate fixed to the bridge or is painted directly onto the stone or brickwork. Unfortunately, many painted numbers are deteriorating and are now getting difficult to read. In recent years Network Rail have added plates of their own to many of the major structures; these may bear the letters 'SAC' (Settle And Carlisle) which are the Engineers' Line Reference and they follow a nationally-adopted system of identification. The anomaly seems to be Bridge No. 359A!

Amendments to the basic Network Rail listing have been made where appropriate by the present author; this has generally involved correcting the spelling of names of locations by reference to the current O.S. maps and also bringing the distances into line with those shown on the 1911 Midland Railway Land Plans, taking account of the re-mileage figures of 1914. Names in parenthesis have also been added where they help to locate more precisely the structures to places marked on the maps. It is hoped that each of the locations can be identified by reference to the mileposts rather than grid references.

Underbridges in the form of culverts generally carry watercourses under the railway from adjacent land. The diameters of each are stated on the Midland Railway maps but there appears to be no consistent plan whereby some of these are given a number and not others: it is certainly not related to their size. Many more culverts exist than are officially identified by a specific number and some have been infilled in recent years. All are regularly checked by Network Rail, usually on an annual basis.

References used in the compilation of this table include:

*MR Land Plan 1911.*

*Midland Railway Distance Diagrams.*

*Midland Railway Gradient Diagrams.*

*Network Rail current listings of bridges and crossings.*

*Ordnance Survey 1:25 000 Explorer Series maps (latest date).*

*Railtrack/Corus Consultancy plan dated September 2000, Track Renewal schedules 2000/2001. (In FoSCL archives)*

*Visual inspection in the field has been undertaken where this has been possible; data for some crossings have not yet been verified.*

I am greatly indebted to Mr Gordon Allen of Network Rail and to Mr Stanley Hall for assistance in compiling this listing and for checking over my manuscript. They cannot, however, be held responsible for any errors which may remain. This list will be updated as new information becomes available.

## APPENDIX 6 – SIGNAL BOXES

*Distances given below are miles and chains from London St Pancras to the signal box (SB) concerned, measured to the nearest chain from the MR Land Plan and Distance Diagrams.*

*Dates as given in Gough (1989): The Midland Railway – A Chronology; also checked against Anderson & Fox (1986) and other sources.*

*IBS – Intermediate Block Signal*

*t.o.u – temporarily out of use*

|   |  |  |                    |
|---|--|--|--------------------|
| <b>Settle Junction South SB</b><br><b>234m.18c.</b><br><b>Alt. 440'</b>                     | opened<br>replacement opened<br>closed<br>demolished   | 1874<br>18 Nov 1894<br>4 Apr 1923  |                    |
| <b>Settle Junction SB</b><br><b>234m.47c.</b>   | opened<br>replacement opened<br>replacement opened<br>reframed   | c.1875<br>30 Oct 1892 <sup>1</sup><br>14 Sep 1913 <sup>1</sup><br>1960                 | BOX IN CURRENT USE |
| <b>Settle Station SB</b><br><b>236m.29½c.</b><br><b>Alt. 510'</b><br>Preserved at 236m.36c. | opened<br>replacement opened<br>closed<br>removed to present site by FoSCI   | 2 Aug 1875<br>12 Apr 1891<br>13 May 1984 <sup>2</sup><br>15 June 1997                  |                    |
| <b>Stainforth Sidings SB</b><br><b>238m.19c.</b>  | opened<br>replacement opened<br>replacement opened<br>reframed<br>closed & down IBS provided in lieu<br>t.o.u.<br>demolished | 2 Aug 1875<br>11 Sep 1898<br>Mar 1950<br>28 Sep 1961<br>29 Sep 1963<br>soon after 1963 |                    |
| <b>Helwith Bridge SB</b><br><b>240m.72½c.</b>   | opened<br>replacement opened<br>closed<br>demolished   | 11 Apr 1876<br>23 Aug 1896 <sup>3</sup><br>7 Sep 1969                                  |                    |
| <b>Horton in Ribblesdale Station SB</b><br><b>242m.37c.</b><br><b>Alt. 800'</b>             | opened<br>replacement opened<br>closed<br>burned down<br>IBS installed   | 2 Aug 1875<br>9 Aug 1896<br>13 May 1984 <sup>4</sup><br>24 Apr 1991<br>2008            | IBS IN CURRENT USE |
| <b>Selside SB</b><br><b>244m.68½c.</b>  | opened<br>replacement opened<br>closed<br>removed to Carnforth   | Oct 1876-Aug 1877<br>16 Jun 1907<br>30 Nov 1975  |                    |
| <b>Craven Lime Co's Sidings SB</b><br><b>Location not specified (Gough)</b>                 | opened<br>closed<br>reopened<br>closed<br>demolished   | c. Jun 1877<br>28 Jul 1879<br>15 Jul 1901  |                    |
| <b>Salt Lake Sidings SB</b><br><b>Location not specified (Gough)</b>                        | opened<br>closed<br>demolished   | 2 Aug 1875<br>28 Jul 1879  |                    |

1. Anderson & Fox state 1895; FoSCL Magazine No. 92 states that the present box dates from 1917.
2. Anderson & Fox state 1 May 1984.
3. Anderson & Fox state 21 Aug 1896.
4. Anderson & Fox state 1 May 1984.

|   |   |  |                    |
|---|---|--|--------------------|
| <b>Ribblehead Station SB</b><br>247m.16½c.<br>Alt. 1030'                                | opened<br>replacement opened<br>closed<br>demolished  | c. Dec 1876<br>10 Jul 1898<br>17 Aug 1969  |                    |
| <b>Blea Moor SB</b><br>Orig. 248m.42c. on down side<br>New site 248m.39c.<br>Alt. 1100' | opened<br>replacement opened<br>replacement opened<br>replacement on up side<br>and opened  | 2 Aug 1875<br>4 Dec 1892<br>28 Jun 1914<br>16 Dec 1941 <sup>1</sup>                            | BOX IN CURRENT USE |
| <b>Dent Head SB</b><br>251m.35½c.   | opened<br>replacement opened<br>closed<br>demolished  | prior to 1 Nov 1875 <sup>2</sup><br>1892-1901 <sup>2</sup><br>12 Apr 1965 <sup>2</sup><br>1965 |                    |
| <b>Rise Hill Sidings SB</b>   | <i>Opened 2 Aug 1875, closed 6 Aug 1877.<br/>"It is possible that Rise Hill Sidings and Dent Head Station were one and the same location.<br/>If this is the case, then there will have been no renewal in 1877." (Gough)</i> |  |                    |
| <b>Dent Station SB</b><br>253m.25c.<br>Alt. 1150'                                       | opened<br>replacement opened<br>closed<br>burned down   | 6 Aug 1877<br>9 Aug 1891<br>28 Jan 1981<br>Sep 1984  |                    |
| <b>Rise Hill Tunnel SB(S. end)</b><br>254m.06c. approx.                                 | opened<br>closed<br>demolished  | prior to 16 Aug 1877<br>Aug 1877-Apr 1878  |                    |
| <b>Rise Hill Tunnel SB (N. end)</b><br>254m.66c. approx.                                | opened<br>closed<br>demolished  | prior to 16 Aug 1877<br>Aug 1877-Apr 1878  |                    |
| <b>Hawes Junction South SB</b><br>256m.47c.<br>Alt. 1130'                               | opened<br>replacement opened<br>closed<br>demolished  | 2 Aug 1875<br>3 Jul 1892<br>10 Jul 1910 <sup>3</sup>   |                    |
| <b>Hawes Junction Station SB</b><br>Renamed Garsdale Stn SB<br>256m.54½c. <sup>4</sup>  | opened<br><br>Temp. out of use  | 10 Jul 1910<br>1 Sep 1932<br>1983 - mid-1990s.   | BOX IN CURRENT USE |
| <b>Hawes Junction North SB</b><br>257m.00c. approx.                                     | opened<br>replacement opened<br>closed<br>demolished  | 2 Aug 1875<br>16 Aug 1891<br>10 Jul 1910   |                    |
| <b>Ais Gill SB</b><br>259m.57c.<br>Alt. 1167'<br>(summit 1169')                         | opened<br>replacement opened<br>closed<br>removed to MR Centre,<br>Butterley<br>IBS installed   | 2 Aug 1875<br>24 Jun 1900 <sup>5</sup><br>28 Jan 1981<br>1982/3<br>2009                        | IBS IN CURRENT USE |
| <b>Mallerstang SB</b><br>263m.21c.  | opened<br>replacement opened<br>closed<br>burned out & removed<br>IBS installed   | 2 Aug 1875<br>9 Sep 1894<br>31 Aug 1969<br>2009  | IBS IN CURRENT USE |

- 
1. Anderson & Fox state 20 Sep 1941.
  2. Anderson & Fox state the opening as 1877, replacement opened 19 Nov 1898 and closed 11 Apr 1965.
  3. Anderson & Fox state 1909.
  4. Network Rail gives 256m.55c.
  5. Anderson & Fox state 26 Apr 1890. Another source states 22 Apr 1900.

|  |   |   |                    |
|--|---|---|--------------------|
| <b>Kirkby Stephen Station SB</b><br>Renamed <b>Kirkby Stephen West SB</b><br><b>266m.39<sup>1</sup>/<sub>2</sub>c.</b><br><b>Alt. 860'</b> | opened<br>replacement opened<br><br>replacement opened<br>(box formerly at Kendal)  | 2 Aug 1875<br>6 May 1894<br>June 1953<br>27 (or 29) Oct 1974            | BOX IN CURRENT USE |
| <b>Crosby Garrett Station SB</b><br><b>269m.74<sup>1</sup>/<sub>2</sub>c.</b><br><b>Alt. 740'</b>  | opened<br>replacement opened<br>closed<br>demolished<br>IBS installed   | 2 Aug 1875<br>16 Apr 1899<br>12 Apr 1965<br><br>2009                    | IBS IN CURRENT USE |
| <b>Griseburn Ballast Sidings SB</b><br><b>271m.74<sup>1</sup>/<sub>2</sub>c.</b>   | opened<br>replacement opened<br>closed<br>demolished  | 2 Aug 1875<br>10 Dec 1905<br>28 Jan 1981<br>1984                        |                    |
| <b>Ormside Station SB</b><br><b>274m.67<sup>1</sup>/<sub>2</sub>c.</b><br><b>Alt. 530'</b>   | opened<br>replacement opened<br>closed<br>demolished<br>IBS installed   | 1876<br>11 Aug 1907<br>8 Mar 1960<br><br>2009                           | IBS IN CURRENT USE |
| <b>Appleby Dairy Siding SB</b><br><b>276m.57c.</b>   | opened<br>demolished  | c. 1930   |                    |
| <b>Appleby South Junction SB</b><br><b>277m.</b><br><b>Alt. 520'</b>   | opened<br>closed<br>demolished  | 2 Aug 1875<br>26 Oct 1886   |                    |
| <b>Appleby Station SB</b><br><b>277m.06c.</b>  | opened<br>replacement opened<br>renamed <b>Appleby West SB</b><br>box closed and new ground frame provided at the junction with the spur to the former NER line<br>demolished | 1876<br>26 Oct 1886 <sup>1</sup><br>1951 <sup>1</sup><br>14 Oct 1973    |                    |
| <b>Appleby North Junction SB</b><br><b>Appleby Junction 277m.28<sup>1</sup>/<sub>2</sub>c.</b><br><br><b>New site: 277m.34c.</b>           | opened<br>replacement opened<br>raised<br>burnt out<br>replacement named <b>Appleby North SB</b><br>120 yards to north, on up side, opened                                    | 2 Aug 1875<br>26 Oct 1890<br>17 Jul 1904<br>4 Jun 1951<br><br>June 1951 | BOX IN CURRENT USE |
| <b>Long Marton Station SB</b><br><b>280m.06c.</b><br><b>Alt. 460'</b>  | opened<br>replacement opened<br>closed<br>demolished  | 2 Aug 1875<br>29 Jul 1900 <sup>2</sup><br>22 Mar 1970                   |                    |
| <b>Kirkby Thore (formerly Mc Ghie's Siding) SB</b><br><b>Alt. 445'<sup>3</sup></b><br><br><b>Now at 282m.02c.</b>                          | First MR box opened<br>demolished<br>LMS box opened<br>demolished<br>BR box opened (as two Portacabins)   | 1906<br><br>1947<br><br>1994  | BOX IN CURRENT USE |

1. Anderson & Fox state replacement box opened in 1890. Also that this box was originally called Appleby SB, then Appleby Station SB between 1937 and 1945, when it became Appleby West SB.
2. Anderson & Fox state replacement box opened 1890.
3. Wood gives altitude as 440ft.

|   |   |   |                    |
|---|---|---|--------------------|
| <b>New Biggin Station SB</b><br>283m.39½c.<br>Alt. 430'             | opened<br>replacement opened<br>closed<br>demolished  | 2 Aug 1875<br>29 Jul 1900 <sup>1</sup><br>16 Dec 1973   |                    |
| <b>Culgaith Station SB</b><br>284m.55c.<br>Alt. 390'                | opened<br>reframed<br>replacement opened  | c. Jan 1880<br>20 Sep 1896<br>4 Oct 1908  | BOX IN CURRENT USE |
| <b>Staingill SB</b>   | opened<br>closed<br>demolished  | 2 Aug 1875<br>Feb 1879-Feb 1880   |                    |
| <b>Long Wathby Station SB</b><br>288m.10½c.<br>Alt. 370'            | opened<br>renamed <b>Longwathby Station SB</b><br>renamed <b>Langwathby Station SB</b><br>replacement<br>closed<br>demolished             | 2 Aug 1875<br><br><br>prior to 16 Aug 1877<br>opened 5 Jul 1903<br>27 Oct 1968                      |                    |
| <b>Little Salkeld Station SB</b><br>289m.59½c.<br>Alt. 320'         | opened<br>replacement opened<br>closed<br>demolished  | 2 Aug 1875<br>13 Aug 1899<br>6 Jul 1964   |                    |
| <b>Long Meg Sidings SB</b><br>290m.75½c.<br><br>New site: 290m.70c. | opened<br>reframed<br>closed and replaced<br>by ground frame<br>ground frame replaced<br>by new BR signal box<br>box closed<br>demolished | prior to 1894 <sup>2</sup><br>28 Jun 1896<br><br>13 Mar 1915<br><br>3 Jul 1955<br>1973 <sup>3</sup> |                    |
| <b>Ballast Sidings SB</b><br>[Lazonby]<br>292m.10c.                 | opened<br>closed<br>demolished  | Oct 1876 – Aug 1877<br>Apr 1878 – Feb 1879  |                    |
| <b>Lazonby Station SB</b><br>292m.57c.<br>Alt. 300'                 | opened<br>replacement opened<br>closed<br>demolished<br>IBS installed   | 2 Aug 1875<br>21 Jul 1895 <sup>4</sup><br>12 Apr 1965 <sup>5</sup><br><br>2008                      | IBS IN CURRENT USE |
| <b>Baron Wood Siding SB</b><br>296m.23c. (Lever Box)                | opened<br>closed<br>demolished  | 1877<br>20 Nov 1888   |                    |

- 
1. One source and Anderson & Fox states that the replacement box opened in 1890. Some authors give its closure on 14 Dec 1973.
  2. Anderson & Fox state that Long Meg Sidings SB was established from 1896 when shipment of material began from the Long Meg Plaster and Mineral Co. The original signal box was located at the point where the siding joined the up main line. The authors also state that this box was replaced by a ground frame which operated from 23 May 1915 until the time when the new BR box came into use on 3 Jul 1955. This box was taken out of use in 1983 (although some authors claim 1963). At the time of writing it lies derelict and is an eye-sore on the Settle-Carlisle landscape.
  3. Mitchell (1997) states that it was active until 1963; other sources state that the box closed in 1983.
  4. Anderson & Fox state that this replacement box opened on 19 Jul 1895 and closed on 25 Jun 1969.
  5. Mitchell (1997) states that the box closed in 1969.

|  |  |  |                    |
|--|--|--|--------------------|
| <b>Armathwaite Station SB</b><br>298m.16½c.<br>Alt. 300'             | opened<br>replacement opened<br>closed<br>restored (non-operational)   | 2 Aug 1875<br>14 Jul 1899 <sup>1</sup><br>5 Jan 1983 <sup>1</sup><br>summer 1992               |                    |
| <b>Low House Crossing SB</b><br>299m.55c.                            | opened<br>replacement opened   | 2 Aug 1875 <sup>2</sup><br>14 Oct 1900   | BOX IN CURRENT USE |
| <b>Highstand Gill SB</b><br>301m.10c.<br>Alt. 250'                   | opened<br>renamed <b>Knott Hill SB</b><br>renamed <b>Cotehill Stn SB</b><br>replacement opened<br>closed<br>demolished | 2 Aug 1875<br>1876<br>14 Aug 1904 <sup>3</sup><br>30 Jun 1952                                  |                    |
| <b>Howe &amp; Co. Sidings SB</b><br>302m.72½c.<br>New site 302m.77c. | opened<br>reframed<br>replacement opened<br>reframed   | 1876 <sup>4</sup><br>8 Sep 1895<br>17 Dec 1916<br>1943   | BOX IN CURRENT USE |
| <b>Cumwhinton Station SB</b><br>304m.19½c.<br>Alt. 200'              | opened<br>replacement opened<br>closed<br>demolished   | 2 Aug 1875<br>1897<br>24 Feb 1957 <sup>5</sup>   |                    |
| <b>Scotby Station SB</b><br>305m.26½c. (Lever Box)<br>Alt. 140'      | opened<br>replacement opened<br>closed<br>demolished   | 2 Aug 1875<br>1897<br>31 Oct 1909  |                    |
| <b>Durran Hill South Sidings SB</b><br>306m.22c.                     | opened<br>replacement box opened<br>reframed<br>closed<br>demolished   | prior to 16 Aug 1877<br>8 Nov 1891<br>1921<br>12 May 1963 <sup>5</sup>                         |                    |
| <b>Durran Hill Junction SB</b><br>306m.51c.                          | opened<br>replacement<br>closed<br>demolished  | prior to 16 Aug 1877<br>opened 17 Nov 1895<br>25 Apr 1971                                      |                    |
| <b>Petteril Goods SB</b><br>307m.01c.                                | opened<br>replacement<br>reframed<br>temp. closed<br>made NBP<br>abolished & replaced<br>by ground frame<br>demolished | 1876?<br>opened 18 Oct 1891<br>1920<br>4 Sep 1960<br>12 Nov 1961<br>19 Jan 1964 or 16 Jul 1965 |                    |
| <b>Petteril Bridge Junction SB</b><br>307m.12c.                      | opened<br>replacement opened<br>renamed <b>Petteril Bridge Junction SB</b><br>closed<br>demolished                     | 20 Jun 1891<br>3 Jun 1973  |                    |

- 
1. Anderson & Fox state that the replacement box opened on 16 Jul 1899 and closed on 15 Jan 1983. FoSCL *Magazine* No. 92 states that the present box closed in 1973.
  2. Anderson & Fox state that this box opened 14 Oct 1890 and was replaced 12 Oct 1900.
  3. Anderson & Fox state that the replacement box opened in 1890, had its lever frame replaced in 1904 and closed at about the same time as Cotehill station (April 1952).
  4. Anderson & Fox suggest 1886.
  5. Anderson & Fox state closure on 1 Mar 1958.
  6. Anderson & Fox state closure on 12 May 1965.



|                      |                    |                         |
|----------------------|--------------------|-------------------------|
| <b>Hawes West SB</b> | opened             | 1 Oct 1878 <sup>1</sup> |
|                      | replacement opened | 9 Sep 1900              |
|                      | closed             | 14 Apr 1907             |
|                      | demolished         |                         |

|  |                      |                         |
|--|----------------------|-------------------------|
| <b>Hawes East SB</b><br><b>262m.60c.</b> | opened               | 1 Oct 1878 <sup>1</sup> |
|  | replacement opened   | 12 Aug 1900             |
|  | renamed <b>Hawes</b> |                         |
|  | <b>Station SB</b>    | 14 Apr 1907             |
|  | closed               | 1959                    |
|  | demolished           |                         |

- 
1. Anderson & Fox state that the opening was on 20 Jun 1878.

Sources:      *Anderson and Fox (1986): Stations and Structures of the Settle & Carlisle Railway.*  
                      *Cumbrian Railways Association (1992): The Midland's Settle & Carlisle Distance Diagrams.*  
                      *Gough (1989): Midland Railway Chronology.*  
                      *Mitchell (1997): Mile by Mile on the Settle-Carlisle.*

### **Block Working (as at January 2011)**

*The situation is subject to change with the replacement of semaphore signals and ultimate distant control from York and closure of manned signal boxes.*

| <b>Manned signal boxes</b>         | <b>IBS (Intermediate Block Signals)<br/>introduced 2008-2009</b> |
|------------------------------------|--|
| Settle Junction SB    234m.47c.    |  |
|                                    | Horton in Ribblesdale    (242m.37c.)                             |
| Blea Moor SB    248m.39c.          |  |
| Garsdale SB    256m.54½c.          |  |
|                                    | Ais Gill    (259m.57c.)  |
|                                    | Mallerstang    (263m.21c.)                                       |
| Kirkby Stephen SB    266m.39½c.    |  |
|                                    | Crosby Garrett    (269m.74½c.)                                   |
|                                    | Ormside    (274m.67½c.)  |
| Appleby North SB    277m.34c.      |  |
| Kirkby Thore SB    282m.02c.       |  |
| Culgaith SB    284m.55c.           |  |
|                                    | Lazonby    (292m.57c.)   |
| Low House Crossing SB    299m.55c. |  |
| Howe & Co. Sidings SB    302m.77c. |  |
| Carlisle Power SB (1973)           |  |

## APPENDIX 7 – SIDINGS AND OTHER LINE-SIDE STRUCTURES

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### MANNED LEVEL CROSSINGS

|                           |  |
|---------------------------|--|
| <b>Culgaith Crossing</b>  | 284m.55½c. from St Pancras. The railway is crossed by the B6412 road and the crossing protected by barriers erected in 1976 (Anderson & Fox state 1975) to replace the former crossing gates. It is controlled from the adjacent signal box. |
| <b>Low House Crossing</b> | 299m.54½c. from St Pancras. The railway is crossed by a minor public road and since 1975 the crossing has been protected by barriers which replaced the former crossing gates. It is controlled from the adjacent signal box.                |

### SIDINGS

*Note. In general, all lie-by sidings and those associated with station goods yards are omitted from this list.  
See also the list of products exported over the line in Appendix 11.*

|   |   |
|---|---|
| <b>Settle Junction Sidings</b>  | 234m.28c. 1 down refuge siding remains.   |
| <b>Craven Lime Co. Sidings, Stainforth<br/>[partially also in the parish<br/>of Langcliffe]</b> | 238m.18c. Movement of limestone began from the quarry here in 1873 in advance of the line being officially opened throughout for freight traffic in August 1875. The quarry closed in the 1960s.  |
| <b>Helwith Bridge Granite Co. Siding</b>  | 240m.28c. This was the loading point for Silurian flagstone brought from a quarry on the opposite side of the river.  |
| <b>Ribblesdale Lime Co. Sidings<br/>Helwith Bridge</b>  | 240m.77c. Extensive workings to the west of the railway, including the use of a narrow-gauge tramway and rope-hauled incline.<br><b>In 2015, a new siding was relaid into the quarry for the export of Aggregate (Silurian gritstone) by rail, with access to and from the down line only.</b>  |
| <b>Delaney's/Settle Lime Works Sidings,<br/>Horton in Ribblesdale</b>                           | 242m.28c.<br>Closed 1970. Signal box associated with this siding reported as closing on 15 December 1968.   |
| <b>Craven Lime Co. Sidings</b>  | The sidings associated with the signal box here are listed only in Gough (1989) who gives dates for the box but no precise location.<br>Further details are required.   |
| <b>Salt Lake Sidings</b>  | The siding associated with the signal box here are listed only in Gough (1989) who gives dates for the box but no precise location.<br>Further details are required.  |
| <b>Austin's Siding, Ribblehead Quarry</b><br>Opened 1945; in 1975                               | 247m.17c. to the adjacent signal box on the down side (since demolished). an extended siding was constructed into the quarry, the down platform of the station being demolished to accommodate this. Regular use of the siding for quarrying operations continued until 31 January 1986. The present siding is controlled by a ground frame at 247m.23c. See further notes under Ribblehead quarry and Ribblehead station in Section M. |
| <b>Blea Moor Sidings</b>  | 248m.42c. Enlarged 1941 to provide passing loops; the only remaining one in current use is the up goods loop at approx. 248m.34c.   |
| <b>Garsdale</b>   | Three refuge sidings remain on the up side.   |
| <b>Kirkby Stephen</b>   | Two refuge sidings remain in current use (one up and one down).   |
| <b>Griseburn Ballast Siding</b>   | 272m.02c. on the down side. In use from the late 1880s until World War 1.   |
| <b>Appleby – Express Dairy Siding</b>   | 276m.60c. A short siding on the up side used from 1930/1 for about three decades for the shipment of milk direct to London.   |

|  |   |
|--|---|
| <b>Appleby Depot</b>   | Network Rail Depot; down and up through sidings, run-round siding and one up siding in current use.   |
| <b>Laport Chemical Co., Long Marton</b>                          | 280m.03c. An additional siding was provided in the goods yard to receive barytes from the nearby Silverband Mine in 1941. It was delivered to a hopper by an aerial ropeway.  |
| <b>Gotham Co. Siding, Long Marton</b>                            | 281m.65c. A short siding to the west used for the the export of gypsum and served by a narrow-gauge tramway.  |
| <b>McGhie's Thistle Siding &amp; McGhie's/Gotham Co. Siding.</b> | Approx. 282m.05c. Former gypsum/alabaster workings here have been absorbed into the current <b>British Gypsum Kirkby Thore works</b> . The site has been modified considerably over the years to create the extensive industrial enterprise seen today.   |
| <b>Boazman's Siding, Newbiggin</b>                               | 283m.44c. A small loading dock at the north end of Newbiggin sidings served for a time to receive gypsum from the nearby Acorn Bank workings before these were taken over by the Gotham Co. and the material was transported to their Kirkby Thore works by aerial ropeway. The mine closed in 1937.  |
| <b>Long Meg Sidings</b>  | 290m.70c. Long Meg Plaster and Mineral Company: plaster works and gypsum/anhydrite mine. Mining operations ceased in 1976 having used the railway for the export of raw material for about 80 years.  |
| <b>Lazonby Sand Siding</b>                                       | 292m.11c. Located south of Lazonby tunnel and to the east. The sand was used by the railway and the quarry closed 1963.<br><i>N.B. The additional ballast siding north of Lazonby station shown in Anderson &amp; Fox (1986) is not verified by reference to other sources.</i>   |
| <b>Lazonby Station Yard</b>                                      | 292m.52½c. There was an enlarged cattle dock here to deal with the large amount of cattle traffic to and from the adjacent auction mart.  |
| <b>Musgrave's Baron Wood Siding</b>                              | 296m.22½c. Opened 1877 and closed 20 Nov 1888 (Gough). 1914-1951 in use again by the Ley family of Lazonby Hall for the export of timber.   |
| <b>Blue Rock Siding<br/>Armathwaite</b>                          | 297m.41c. A small siding to the west of the railway serving a short-lived quarry for the export of dolerite from the Armathwaite Dyke. The destination of the exported rock has yet to be ascertained; roadstone or railway ballast are likely uses of this hard igneous rock. The former quarry is now overgrown.  |
| <b>Robinson's Siding and<br/>Boaterby Quarry, Cotehill</b>       | 301m.11c. Knot Hill Plaster Works to the west, worked until 1940.   |
| <b>Lonsdale's Brickworks Siding</b>                              | 302m.67½c. Lonsdale's became The Carlisle Brick and Tile Company, 1912.   |
| <b>Howe and Company's Sidings</b>                                | 302m.75c. Alabaster works to the west, originally Howe & Co. and later Cocklade's Alabaster Works, then Gotham Co. The sidings were considerably enlarged and eventually absorbed land used by the brick and tile works of Hamiltons (later Messrs Wright) and J. Beaty & Co. to the north. The down and up goods loops remain by the adjacent signal box.. |
| <b>Hamilton's Siding, Brick &amp; Tile Works</b>                 | 303m.03c. A small siding used for a time by Thomas Hamilton Co. (later Messrs Wright), developed from the north end of the headshunt of the earlier Howe & Co's siding. Out of use by 1924.   |
| <b>Crown Brick Works Siding, J. Beaty &amp; Co.</b>              | 303m.13c. A small enterprise close to the railway alongside underbridge No. 342. Out of use by 1932, the position of the pointwork forming the northern entrance to the extended Howe & Co. sidings.  |
| <b>Durran Hill South Sidings (MR)</b>                            | 306m.25c. To the north of the Midland lines.  |
| <b>Durran Hill MR Goods Lines</b>                                | 306m.50c.   |
| <b>Petteril Goods Yard</b>                                       | 307m.00c.   |
| <b>Petteril Goods Lines</b>                                      | 307m.10c.   |

## GOODS STATIONS

|   |           |
|---|-----------|
| <b>Hellifield Goods Station</b>         | 230m.63c. |
| <b>Appleby Goods Station</b>            | 277m.06c. |
| <b>Petteril Goods Station, Carlisle</b> | 307m.16c. |

## ENGINE SHEDS

|   |   |
|---|---|
| <b>Leeds Holbeck</b>  | Closed as a steam motive power depot on 9 Oct 1967 and for use by diesel locomotives in May 1993 after a life of 125 years. Now demolished.   |
| <b>Skipton</b>  | Closed April 1967 and partly demolished.  |
| <b>Hellifield: Midland Railway shed</b>                                   | 231m.25c. from St Pancras. Opened:<br>Closed 17 June 1963. 4 roads. After closure it was used for temporary storage of locomotives scheduled for preservation and subsequently demolished.  |
| <b>Hawes Junction/Garsdale</b>  | 256m.38c. 1879 but used for the North Eastern Railway's tank engines working the Hawes branch. Burnt down 6 October 1917; subsequently rebuilt, closed in 1939 and ultimately demolished.   |
| <b>Appleby</b>  | A short-lived shed, closing in 1881.  |
| <b>Carlisle Durran Hill</b>   | 306m.53c. from St Pancras. The MR's large motive power depot at Carlisle, opened in 1875 and closed from 16 Feb 1936, although temporarily re-opened in 1943 during WW2 and later for the temporary storage of locomotives. It was finally closed in 1959 and was demolished 1964. Upon closure for regular use by the LMS, use was made of the facilities at Upperby and Kingmoor. |
| <b>Carlisle Upperby (formerly LNWR shed)</b>                              | Closed on the demise of steam motive power, 31 December 1967, but subsequently used as a carriage maintenance depot and wagon repair shop; also in more recent times for the stabling of preserved locomotives used on steam-hauled 'Specials', finally closing on 18 March 1995.   |
| <b>Carlisle Kingmoor (originally built as a Caledonian Railway depot)</b> | Closed on 31 December 1967 on the demise of steam motive power. The site subsequently developed as a diesel depot.  |

## TURNTABLES

|                                |   |
|--------------------------------|---|
| <b>Skipton</b>                 | Situated within the former motive power depot (MPD) north of the station.   |
| <b>Hellifield</b>              | 231m.30c. Situated within the MPD. The pit can still be seen today on the up side.  |
| <b>Hawes Junction</b>          | 256m.68c. Removed for use on the Keighley and Worth Valley Railway, winter 1988 (see video sequences of the operation in rTV's Scenic Rail Journeys production of 1992). The pit is still visible today to the north of the station on the down side. |
| <b>Appleby</b>                 | 277m.37c. Situated within the sidings complex by Appleby North signal box.  |
| <b>Carlisle - Durran Hill</b>  | 307m.10c. MR's Motive Power Depot.  |
| <b>Carlisle - Upperby MPD</b>  |   |
| <b>Carlisle - Kingmoor MPD</b> |   |

## TANK HOUSES & WATER COLUMNS

|                               |   |
|-------------------------------|---|
| <b>Skipton</b>                | Two preserved water cranes from Skipton were erected at the Settle station site in November 2011 (see below).   |
| <b>Hellifield</b>             | A single modern water crane has been installed in recent years on the up line for use by preserved steam locomotives. The former cranes and tank house associated with the former MPD have been demolished.   |
| <b>Settle</b>                 | Cranes at the end of each platform removed but the tank house survives (the only vestige of an original MR tank house on the line to do so) and has been developed as a private residence (see entry under Channel 4, Section I). The existing cranes (2011) have been salvaged from Skipton (see above), one set up alongside the restored (and substantially altered) tank house and the other by the relocated signal box, being looked after by FoSCL volunteers. |
| <b>Blea Moor Sidings</b>      | Cranes on both down and up loops. Tank houses (like the signal boxes here, initially on the down side, then on the up) and cranes demolished.   |
| <b>Garsdale Water Troughs</b> | Tank house on the up side at 255m.72c. serving the troughs. The tank held 43,000 gallons. Demolished.   |
| <b>Garsdale</b>               | Tank house on the up side at 256m.45c. with 36,000 gallon tank; cranes on the south end of the up station platform, now removed. The room at ground level beneath the tank was for a time used for social events; the tank house was demolished in 1971.  |
| <b>Kirkby Stephen</b>         | Tank house at 266m.44c. on the down side. Cranes on both up and down station platforms. Tank house and cranes demolished.   |
| <b>Appleby</b>                | Tank house at 277m.15c. on the up side with 20,000 gallon tank. Cranes on both up and down station platforms, now demolished. The present water crane on the up platform came from Lazonby in 1989 for use by steam 'Specials'; it is served by a tank house rebuilt in 1991.   |
| <b>Lazonby</b>                | 12,000 gallon tank at 292m.52c. on the up side; cranes on both up and down station platforms. Tank house and one crane demolished, the other removed to Appleby 1989 for use there.   |
| <b>Carlisle - Durran Hill</b> | 36,000 gallon tank at 306m.57c. on the down side. Two water cranes by the former engine shed. Demolished with all other MR structures on this site.   |

## WATER TROUGHES

|                        |  |
|------------------------|--|
| <b>Garsdale</b>        | 255m.63c. - 256m.08c. 1670ft (509m) long. Altitude about 1150ft (335m), the highest troughs in Britain. They held between 5,000-6,000 gallons, the water being fed by pipe from a small reservoir behind a dam on Cote Gill to the tank house. Brought into use 22 Oct 1907 and abandoned in March 1968 after the demise of regular steam running over the line, and subsequently demolished. Sims and Darmon (1986) erroneously state that under the tank was a room once used for meetings and a library. They are confusing this with the tank house at Garsdale station! |
| <b>Ais Gill Summit</b> | <i>Buck and Rawlinshaw (2004, page 68) erroneously claim that troughs were installed here. These authors also record the height of the summit as 1167ft, instead of the officially accepted 1169ft (and as recorded on the line-side boards). 1167ft is the altitude recorded for the former signal box located a few yards away to the south.</i>   |

## MIDLAND RAILWAY AND LMS COTTAGES FOR RAILWAY EMPLOYEES

### SMH – Station Master’s House

|                                 |  |
|---------------------------------|--|
| <b>Hellifield</b>               | SMH and 40 cottages: Midland Terrace.  |
| <b>Settle</b>                   | SMH and 6 cottages: Midland Terrace.   |
| <b>Horton in Ribblesdale</b>    | SMH and 6 cottages   |
| <b>Selside</b>                  | 8 cottages (4 + 4)   |
| <b>Salt Lake</b>                | 6 cottages   |
| <b>Ribblehead</b>               | SMH  |
| <b>Blea Moor Sidings</b>        | 3 cottages (2 + 1)   |
| <b>Dent</b>                     | SMH + 2 snow shelters or ‘barracks’  |
| <b>Garsdale Station</b>         | 16 cottages (4 + 6 + 6)  |
| <b>Moorcock</b>                 | 6 cottages   |
| <b>Grisedale Crossing</b>       | 2 cottages   |
| <b>Ais Gill</b>                 | 6 cottages (2 + 4)   |
| <b>Kirkby Stephen</b><br>the    | SMH and 6 cottages: Midland Terrace. Also Midland Cottages (3+4) to the west of railway. |
| <b>Crosby Garrett</b>           | SMH and 6 cottages   |
| <b>Ormside</b>                  | SMH and 2 cottages   |
| <b>Appleby</b>                  | SMH  |
| <b>Long Marton</b>              | SMH and 6 cottages   |
| <b>New Biggin/Newbiggin</b>     | SMH and 4 cottages   |
| <b>Culgaith</b>                 | 1 cottage  |
| <b>Langwathby</b>               | SMH and 6 cottages   |
| <b>Little Salkeld</b>           | SMH and 2 cottages   |
| <b>Lazonby &amp; Kirkoswald</b> | SMH and 6 cottages   |
| <b>Armathwaite</b>              | SMH and 6 cottages   |
| <b>Low House Crossing</b>       | 2 cottages   |
| <b>Cotehill</b>                 | SMH and 4 cottages   |
| <b>Cumwhinton</b>               | SMH and 4 cottages   |
| <b>Scotby</b>                   | SMH + 8 cottages (2 + 2 + 2 + 2)   |
| <b>Carlisle</b>                 | 36 cottages (8 + 4 + 12 + 12): Petheril Terrace  |
| <br><b>Hawes</b>                | <br>SMH  |

### Chief sources of reference:

|                                      |      |  |
|--------------------------------------|------|--|
| <i>Anderson, V.R. &amp; Fox G.K.</i> | 1986 | <i>Stations &amp; Structures of the Settle &amp; Carlisle Railway. Poole, Oxford Publishing.</i> |
| <i>Cumbrian Railways Association</i> | 1992 | <i>The Midland’s Settle &amp; Carlisle Distance Diagrams. Grange-over-Sands.</i>                 |
| <i>Gough, John</i>                   | 1989 | <i>The Midland Railway – A Chronology. Mold, The Railway and Canal Historical Society.</i>       |
| <i>Midland Railway</i>               | 1911 | <i>Land Plan. Derby.</i>   |
| <i>Tyler, Ian</i>                    | 2000 | <i>Gypsum in Cumbria. Keswick, Blue Rock Publications.</i>                                       |

*Personal observation.*

## APPENDIX 8 – SOME NOTABLE ACCIDENTS

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Only accidents occurring on the main line between Settle Junction and Carlisle since the opening of the Settle-Carlisle line are listed here. Several accidents have occurred from the earliest times on the Settle Junction – Wennington line and also south of Settle to Skipton and Leeds on metals used by Leeds – Carlisle trains but these are beyond the scope of this volume. Several other accidents of a minor nature are also known to have occurred and where details are known they are listed here. The figures given for the number of individuals injured or killed in each accident often vary from one account to another.

The letters given after each entry refer to the references listed at the end of this Appendix and where further details of the accidents in question may be found. Furthermore, copies of the Accident Reports by the Railway Inspectors are available from the National Archives ([www.nationalarchives.gov.uk](http://www.nationalarchives.gov.uk)). Reports by the Rail Accidents Investigation Branch (RAIB) can be viewed at: [www.raib.gov.uk](http://www.raib.gov.uk). For full contact details, see Section A.

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1.      **31 Aug 1875**      Location and details not specified. A minor accident reported by engineer J. S. Crossley to the Midland Railway Committee soon after the line had been opened for the passage of freight. This is the first reported accident on the new line.  
A
2.      **15 Aug 1876**      **ORMSIDE.** Two passengers and a guard injured. Collision between two parts of a runaway northbound Bradford-Carlisle goods train with a Carlisle-St Pancras express.  
A, G
3.      **1878**              **BLEA MOOR TUNNEL.** No injuries. Rear-end collision between a northbound express and the rear of a train which had come to a halt in the tunnel.  
G
4.      **26 Jun 1878**      **SETTLE JUNCTION.** 6 passengers injured. Derailment resulting from a collision between southbound goods from Carlisle, hauled by MR No. 1183, and a passenger train bound for Leeds entering the junction from the Morecambe branch.  
A, G
5.      **19 Aug 1880**      **BLEA MOOR TUNNEL.** No serious injuries. Rear-end collision involving a Scotch express from St Pancras hauled by MR No. 1307 running into a Leeds-Carlisle down express hauled by loco No. 819 which had suffered brake failure.  
A, C
6.      **Mid-1880s**        **GRISEDAL CROSSING.** A girl on her way to school from Grisedale to school at Lunds was killed by a passing train. A wooden footbridge was built here as a result of this accident.  
*Private communication (AO)*
7.      **29 Aug 1885**      **CARLISLE.** 2 minor injuries to passengers. Collision when MR loco No. 907 approaching Carlisle ran into the rear of a Leeds-Carlisle train waiting at Crown Street Junction.  
A
8.      **12 July 1888**      **CROSBY GARRETT.** 7 passengers and an inspector injured. Rear-end collision as a 19-coach excursion from Rochdale to Edinburgh was reversed into the short siding on its return journey to allow a through express to pass.  
A, G
9.      **c. 1890**            **SETTLE VIADUCT.** Derailment of freight train.  
I
10.     **22 Aug 1891**      **HAWES JUNCTION STATION.** 18 passengers injured. Collision as a Bradford-Aysgarth excursion reversed into a siding hauled by MR No. 1367.  
A, F, G
11.     **24 Dec 1910**      **HAWES JUNCTION,** north of Grisedale Crossing. Rear collision; 12 passengers died, 9 passengers and all 8 enginemen injured. Two light engines, MR Nos 448 and 548, were on the main line returning to Carlisle after piloting duties when the down sleeper express from St Pancras to Glasgow, headed by a 2-4-0 Kirtley pilot engine, No. 48, with the train engine 4-4-0 No. 549, collided into the rear of the two light engines. Five passengers buried at Hawes.  
A, B, C, E, G, H, L, M, O, Q

12.      2 Sep 1913      **AIS GILL.** 0.5 mile north of summit. 16 passengers died, 38 seriously injured. Rear-end collision. An up Glasgow – St Pancras express sleeper, with a portion from Stranraer attached, headed by MR No. 993, came to a halt as it approached Ais Gill and was hit by the following sleeper from Edinburgh headed by MR No. 446. Nine of the victims were buried at Kirkby Stephen cemetery three days later.  
*A, B, C, E, G, H, K, L, M, O, Q*
  
13.      19 Jan 1918      **LITTLE SALKELD.** In Long Meg cutting. 7 passengers killed. Collision of the down St Pancras to Glasgow express, headed by MR 4-4-0 No. 1010, as it ran into a landslide.  
*A, B, E, G, M, O, Q*
  
14.      6 Mar 1930      **CULGAITH.** Driver of the passenger train was killed and one passenger later died in hospital. 4 seriously injured. The accident happened just north of the station when a ballast train, with LMS Class 4F No. 4009 in charge, and working wrong-line, collided head-on with a Hellifield-Carlisle local passenger train. The locomotive hauling the passenger train was Claughton No. 5971 *Croxteth*; this was subsequently rebuilt, becoming the first of the new LMS 4-6-0 'Patriot' Class.  
*A, C, G*
  
15.      10 Jul 1933      **LITTLE SALKELD.** Driver of the goods train was killed. Collision of the up Glasgow – St Pancras 'Thames-Forth Express', headed by MR 4-4-0 No. 1010, with a goods train.  
*A, B, G, O, Q*
  
- 16 & 17   World War 2      **RIBBLEHEAD.** Some ammunition trucks broke away from a northbound goods train and ran free for several miles south until finally coming to a halt. There were no injuries.  
*P*  
**BLEA MOOR TUNNEL.** An entire gang was killed instantly when they were hit by a fast running northbound goods train.  
*P*
  
18.      Feb–Mar 1947      **GARSDALE WATER TROUGHS.** Derailment of a snowplough caused by the freezing of the water troughs and compacted snow. Two engines were stuck on the troughs for two weeks.  
*B, G*
  
19.      Early 1947      **AIS GILL SUMMIT.** Derailment of a locomotive on the cross-over. No injuries.  
*G*
  
20.      Oct 1949      **SETTLE.** Derailment of rear vehicle of a St Pancras – Edinburgh express hauled by a failing locomotive over the catch points.
  
21.      29 Nov 1948      **GRISEBURN BALLAST SIDING.** One railwayman killed and two injured trying to stop a runaway 50-ton breakdown crane which had been involved in re-railing some wagons; the crane ran uncontrolled downhill for 23 miles before coming to a halt at Lazonby.  
*A, G, Q*
  
22.      1949      **STAINFORTH SIGNAL BOX.** Derailment of freight train.  
*Private communication (JL)*
  
23.      18 Apr 1952      **BLEA MOOR.** 26 passengers and 3 railwaymen injured. The up 'Thames-Clyde Express' (Glasgow St Enoch – St Pancras), headed by BR No. 46117 *Welsh Guardsman* and piloted by Compound No. 41040, derailed on facing points.  
*A, C, D, E, G, P*
  
24.      21 Jan 1960      **SETTLE.** 0.5m north of station, between Bridges 10 & 11. Derailment following a collision. 5 passengers and guard of goods train killed, 8 injured. The up Glasgow St Enoch-London sleeper, headed by BR Britannia Class No. 70052 *Firth of Tay*, collided with a down Leeds – Carlisle goods train hauled by Mogul 2-6-0 No. 42881.  
*A, E, G, L, M, O*
  
25.      22 Aug 1961      **LITTLE SALKELD.** No injuries. A northbound goods train was derailed north of the station, blocking the line and causing a collision with a southbound goods from Carlisle to Warcop.  
*A, G, Q*
  
26.      8 Sep 1961      **STAINFORTH SIGNAL BOX.** Guard injured. Derailment; fast moving wagons from a southbound freight train, hauled by Black Five No. 44757, ripped away the bottom of the signal box  
*A, G, P*



27.     **24 Jul 1962**     **SETTLE JUNCTION.** Signalman Walter Hayes was fatally struck by a Lancaster-bound train outside his box.  
*Private communication (JL)*
28.     **9 May 1963**     **STAINFORTH SIGNAL BOX.** Derailment, resulting in further damage to the box and responsible for its ultimate demise.  
*P*
29.     **7 Apr 1964**     **HOWE & CO. SIDINGS SIGNAL BOX.** Derailment at 2045hrs resulting from an empty van in the middle of a fast-moving fitted freight from Manchester Ancoats to Carlisle, hauled by Class 9F 2-10-0 No. 92161, leaving the rails and, on hitting the points and crossing, pulled the rest of the wagons and brake van off the track. No injuries sustained.  
*C, P*
30.     **7 Dec 1964**     **RIBBLEHEAD VIADUCT.** Several Humber Super Snipe cars were blown off the Luton-Bathgate car carrier in a gale onto the up line.  
*P*
31.     **Jun 1967**       **HORTON IN RIBBLESDALE.** Two pilot locomotives derailed causing severe disruption to regular and diversionary traffic.  
*Private communication (JL)*
32.     **30 Oct 1968**     **SELSIDE.** Derailment resulting from a collision between a northbound freight train headed by D305 and a stationary goods held at Selside. The guard of the stationary train was injured.  
*P*
33.     **Early 1970s**     **BLEA MOOR.** Derailment of freight train.  
*Private communication (PF)*
34.     **1968 – 1972**     **HOWE & CO. SIDINGS SIGNAL BOX.** Explosion of ammunition van following its detachment from a train travelling north and held in an adjacent siding. The explosion resulted from a fire following a hot axle box. There were no injuries nor damage to property.  
*P*
35.     **10 May 1974**     **LANGCLIFFE CUTTING.** Line blocked by an articulated lorry from one of the local quarries which had fallen from overbridge No. 16 onto the line below, trapping and severely injuring the driver. Fortunately the rail traffic was stopped before a collision ensued.  
*P*
36.     **2 May 1979**     **SETTLE JUNCTION.** Derailment of a down china clay, coal and ammunition train hauled by diesel No. 40 023. No injuries were sustained but the accident resulted in the temporary closure of the adjacent A65 road while the ammunition truck was attended to by a Bomb Disposal Unit and the subsequent re-alignment of the track affecting the branch to Morecambe.  
*J, P*
37.     **Jan 1986**       **LODGE ROAD CUTTING, SETTLE.** A Class 31 diesel No. 31130 caught fire as it travelled south with a ballast train from Ribbleshead Quarry.
38.     **31 Jan 1995**     **AIS GILL.** One conductor died and 30 passengers injured. Derailment and collision. A Class 156 Sprinter unit ran into a landslide and was subsequently hit by another Sprinter unit travelling south.  
*Q*
39.     **14 Jul 1998**     **DENT HEAD VIADUCT.** Derailment of southbound coal train. Part of the line was closed for two days, full service being resumed on 27 July.  
*Q, R*
40.     **15 Jan 1999**     **CROSBY GARRETT.** No serious injuries. Derailment following a collision between a southbound freight and a northbound Sprinter unit which had been derailed as a result of hitting a landslide.  
*Q, S*
41.     **28 Jan 2007**     **ARMATHWAITE.** No serious injury. A derailment and collision resulted when a bogie flat wagon ('salmon wagon') ran away and collided with a road-rail vehicle (RRV) during track relaying operations.  
*N*

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## APPENDIX 9 - PARISHES

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This Appendix lists all those parishes between Settle Junction and Petteril Bridge through which the Settle-Carlisle line passes.

A distinction has to be made between an ecclesiastical parish and a civil administrative parish. The two are not necessarily the same and their respective boundaries may change from time to time. Ecclesiastical parishes centre around a parish church which comes under the jurisdiction of the Established Church of England. Each church maintains its own Parish Registers in which are recorded all baptisms, marriages and burials taking place therein. As each Register becomes full, or, if over 100 years old, it should be deposited in the archives of the appropriate County or Diocese in which the church falls. Traditionally, larger parishes may also have, or have had, smaller churches or chapelries attached to them; these too maintain their own Registers. The Church of England makes a charge for examining Parish Registers in its custody but copies may be examined free in the County Record Offices. Non-conformist and Roman Catholic churches also maintain Registers of all rites conducted on their own premises; older Registers from these denominations also usually find their way back to the County Record Offices if not held elsewhere.

In the lists which follow, an attempt has been made to correlate the ecclesiastical parishes with the appropriate civil parishes or town councils and the parish churches responsible for maintaining the Parish Registers.

### NORTHALLERTON RECORD OFFICE

The North Yorkshire Record Office's Reference for the Registers for each parish is given in parenthesis.

#### **North Yorkshire (West Riding of Yorkshire until 1974)**

##### *Craven District Council*

|                       |   |
|-----------------------|---|
| Settle                | Settle, Holy Ascension (PR/SET)             |
| Langcliffe            | Langcliffe, St John's (PR/GGW6/1/3)         |
| Stainforth            | Stainforth, St Peter's (PR/SNF)             |
| Horton in Ribblesdale | Horton in Ribblesdale, St Oswald's (PR/HRR) |
| Ingleton              | Ingleton, St Mary's (PR/INT)                |
|                       | Chapel le Dale, St Leonard's                |

#### **North Yorkshire (North Riding of Yorkshire until 1974)**

##### *Richmondshire District Council*

|       |                               |
|-------|-------------------------------|
| Hawes | Hawes, St Margaret's (PR/HAW) |
|       | Lunds                         |

### CUMBRIA RECORD OFFICE (KENDAL)

The Cumbria Record Office's Reference for the Registers for each parish church is given in parenthesis.

#### **Cumbria (West Riding of Yorkshire until 1974)**

##### *South Lakeland District Council*

|          |   |
|----------|---|
| Dent     | Dent, St Andrew's (WPR 70)              |
|          | Cowgill, St John The Evangelist (WPR69) |
| Garsdale | Garsdale (WPR 60)                       |

#### **Westmorland/Cumbria**

##### *Eden District Council*

|             |   |
|-------------|---|
| Mallerstang | Mallerstang, St Mary's [at Outhgill] (WPR 78) |
|-------------|---|

|                      |   |
|----------------------|---|
| Wharton              | Kirkby Stephen Parish Church                      |
| Kirkby Stephen       | Kirkby Stephen Burial Board (WPR 77)              |
| Waitby               |   |
| Crosby Garrett       | Crosby Garrett, St Andrew (WPR 48)                |
| Soulby               | Crosby Garrett, Soulby Chapelry, St Luke (WPR 49) |
| Musgrave             |   |
| Asby                 | Great Asby, St Peter (WPR 1)                      |
| Ormside              | Great Ormside, St James (WPR 2)                   |
| Murton               |   |
| Appleby              | Appleby Bongate, St Michael's (WPR 29)            |
|                      | Appleby, St Lawrence's (WPR 28)                   |
| Crackenthorpe        |   |
| Long Marton          | Long Marton, St Margaret & St James (WPR 44)      |
| Kirkby Thore/Milburn | Kirkby Thore, St Michael's (WPR 36)               |
| Newbiggin            | St Edmund's, Newbiggin, (WPR 80)                  |

CUMBRIA RECORD OFFICE (CARLISLE)

**Cumberland/Cumbria**

***Eden District Council***

|                                 |   |
|---------------------------------|---|
| Culgaith                        | All Saints, Culgaith. Kirkland (PR 45 or 46?) |
| Langwathby                      | Langwathby, St Peter's (PR 105)               |
| Hunsonby                        |   |
| Great Salkeld                   | Great Salkeld, St Cuthbert's (PR 116)         |
| Lazonby                         | Lazonby, St Nicholas (PR 100)                 |
| Hesket-in-the-Forest/ Ainstable | Armthwaite, Christ & St Mary (PR 35)          |
| Wetheral                        | Wetheral (PR 43)                              |

***Carlisle City Council***

|          |                                 |
|----------|---------------------------------|
| Carlisle | Carlisle, St Cuthbert's (PR 79) |
|          | Carlisle, St Mary's (PR 47)     |

## APPENDIX 10 – NAVVY SETTLEMENTS AND THE FIVE CONTRACTS AWARDED TO CONSTRUCT THE LINE

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The figures given for the contracts are the initial figures accepted by the Midland Railway from the contractors who had tendered for the job, not the final cost of construction.

This list of navvy settlements is incomplete and the exact locations of some of the settlements whose names are known have yet to be established.

---

### Contract No. 1. Settle Junction to Dent Head Viaduct. 17 miles 18c.

Awarded to John Ashwell of Kentish Town, London on 14 September 1869, at £348,318.

Contractor's agents: James Hope and William H. Ashwell.

John Ashwell ran into financial difficulties and his contract was cancelled in 26 October 1871, the work then being taken over by the Midland Railway Company with W.H. Ashwell as agent.

Resident engineers: R.E. Wilson for the southern portion of the line and Edgar O. Ferguson for the northern portion.

Maximum number of men employed: 2,300.

|                    |         |  |             |  |
|--------------------|---------|--|-------------|--|
| Navvy settlements: | Settle: | Runley Bridge<br>Goldlands (Goldielands)<br>Marshfield<br>Ashfield<br>Oxgang Huts<br>Langcliffe          | Ribblehead: | Batty Green<br>Batty Wife Hole<br>Inkerman<br>Sebastopol<br>Belgravia<br>Winterscales  |
|                    |         | Stainforth<br>Elwith (Helwith) Bridge<br>Horton, Blind Beck<br>Row Huts<br>Selside<br>Ashes<br>Salt Lake | Blea Moor:  | Jericho<br>Jordan<br>Six Huts<br>Jerusalem<br>Tunnel Huts<br>The Barracks<br>Dent Head |

### Contract No. 2. Dent Head to Smardale viaduct. 17 miles.

Awarded to Messrs Benton and Woodiwiss November 1869, at £334,880.

Contractor's agent: James Hay.

Resident engineer: John S. Storey.

Maximum number of men employed: 1,400.

|                    |  |   |
|--------------------|--|---|
| Navvy settlements: | Arten Gill<br>Stone House<br>Cowgill<br>Lea Gate/Lea Yeat/New Closes<br>Pavilion<br>Shaft Huts<br>Rise Hill Tunnel<br>Raygill Fell<br>Town Green | Garsdale/Garsdale Head<br>Moorcock/Moorcock Quarry<br>Lunds<br>Ais Gill Moor – Huts 1-9<br>Ings Huts<br>Incline Huts<br>Far Ground<br>Birkett Tunnel (13 huts)<br>Kirkby Stephen<br>Smardale<br>Smardale Gill |
|--------------------|--|---|

### Contract No. 3. Crosby Garrett tunnel to New Biggin. 15 miles.

Awarded to Joseph Firbank March 1870, at £278,813.

Contractor's agent: J. Throstle.

Resident engineer: Jesse Drage.

Maximum number of men employed: 1,500.

|                    |  |  |
|--------------------|--|--|
| Navvy settlements: | Crosby Garrett – Balaclava Huts<br>Gallansey Huts<br>Crow Hill<br>Helm | Appleby – Battleborough<br>Appleby – Roman Road<br>Long Marton<br>Kirkby Thore |
|--------------------|--|--|

#### **Contract No. 4. Crowdundle viaduct to Petteril Bridge. 24 miles.**

Awarded to Messrs Eckersley and Bayliss 23 April 1870, at £329,905.  
Contractor's agents: J. Lambert and E. (S.?) Williams.  
Resident engineers: John Allin (Allen?), Samuel S. Paine and Dr Head.  
Maximum number of men employed: 1,600.

|                    |  |  |
|--------------------|--|--|
| Navvy settlements: | Culgaith<br>Langwathby<br>Little Salkeld *<br>Little Salkeld - Hunsonby & Winskill*<br>Lazonby<br>Baron Wood | Lower Baron Wood<br>Armathwaite<br>Dry Beck<br>Low House<br>Cumwhinton<br>Scotby |
|--------------------|--|--|

\* Because the parish boundary runs through Little Salkeld station, it is thought that the navy camp here was possibly located on the site of what became the station yard. The 1871 Census records huts in both parishes, possibly on both sides of the parish boundary but essentially at the same location. (Lydia Gray, Private communication)

#### **Contract No. 5. Hawes Junction to Hawes. 6 miles.**

Awarded to Messrs Benton and Woodiwiss mid-1871, at £83,913. 12s. 6d.  
Contractor's agent: James Hay.  
Resident engineers: Frank Lynde and Edward Newcombe.  
Maximum number of men employed: 350.

Navvy settlements:

**The total estimated cost of the line (all five contracts) was £1,375,829.  
The final cost was more in the region of £3.5m.**

In view of the interest shown in the construction of the Settle-Carlisle line, the following is a list of resources which may be of use to the serious researcher.

## **SOURCES OF FACTUAL MATERIAL RELATING TO THE BUILDING OF THE LINE, NAVY SETTLEMENTS, ETC.**

### **1. PRIMARY SOURCES**

Contemporary accounts of the progress during construction and incidents – local newspapers such as *Lancaster Guardian* and *Westmorland Gazette* There are plenty of others.

Three features in the national *Daily News* ('Among the Navvies', 26 and 29 October 1872, and 'A Grouse Drive in the West Riding', 8 November 1872) give graphic accounts of a visit to the Ribbleshead area at a key period during the construction of the greatest undertakings of the Settle-Carlisle project.

Contemporary article in *Chambers' Journal of Popular Literature and Art* 480, March 1873, pp. 157-160 "A Navvy Ball" (Anon.).

Midland Railway (MR) historian F.S. Williams *Our Iron Roads* (1852; 3<sup>rd</sup> Edn 1883. London, Bemrose) and *The Midland Railway: Its Rise and Progress* (1876; 4<sup>th</sup> Ed. 1878. London, Bemrose. Reprint of the 5<sup>th</sup> and final edition, with Introduction by C.R. Clinker, 1968. Newton Abbot, David & Charles).

MR Construction Committee Minutes and Reports.

MR engineers' drawings of structures and Land Plans.

Accounts and Diaries of missionaries serving the navvy settlements.

Ecclesiastical Parish Registers – Baptisms, Marriages and Burials.

1871 Census Records.

Contemporary photographic records (sparse)

1. NVM Digital Collection (CD-ROM)
2. British rail Collection

Archaeological evidence

- air photographs
- visible remains

### **2. SECONDARY SOURCES**

Reports and analyses of Census records, Parish Registers, etc.

Published works, including maps and site plans, of the construction period, including the following:

Baughan, Peter 1987. *The Midland Railway North of Leeds*. Newton Abbot, David & Charles. 2<sup>nd</sup> Edn, reprint of 1966 edition, with an additional chapter. 500pp.

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Paintings and illustrations depicting navy life may offer an interesting perspective.



## APPENDIX 11 – EXPORT OF LOCAL MATERIALS AND PRODUCE

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Although conceived primarily as a high-speed route for Anglo-Scottish traffic, the Settle and Carlisle line was able to serve many of the local communities along the way by means of local stopping trains for passengers and the haulage of goods and parcel traffic.

At various times the line has generated a considerable income by serving local quarries and other industries but in the 21<sup>st</sup> century the only material now exported is the timber being felled from various local forestry enterprises. Desulphogypsum, a by-product from the removal of sulphur from emissions of coal-fired power stations such as Drax, is delivered in large quantities and used in the production of plaster products at the Kirkby Thore works of British Gypsum. All other freight trains seen on the line today regularly carry huge quantities of raw materials from outside the area, thereby relieving the pressure on busy main roads or the West Coast Main Line.

Movements of materials and produce for which the line has been used in the past are shown on the map overleaf; most of the enterprises shown were served by their own private sidings.

**238m.18c.            Craven Lime Co./Settle Limes, Stainforth Quarry (the quarry itself lies in Langcliffe parish)**

**240m.28c.            Helwith Bridge/Yorkshire ‘Granite’ Co. Sunnybank Quarry**

**240m.77c.            Ribblesdale Lime Co. Foredale Quarry, Helwith Bridge**  
Tarmac Arcow Quarry, Helwith Bridge.

In 2015 a new rail connection with the down line (using part of the route occupied by the original siding) was made into this quarry site for the export by rail of stone (Silurian greywacke) from the adjacent Tarmac Dry Rigg Quarry.

**242m.28c.            Delaney’s Lime Works/Settle Limes, Horton in Ribblesdale**

**247m.17c.            Ribblehead Quarry, Austin’s Siding (current position 247m.23c.)**

**272m.02c.            Griseburn Ballast Siding**

**276m.60c.            Appleby Express Dairy Siding**

**280m.03c.            Long Marton, Laport Chemical Co. Siding**

**281m.65c.            Long Marton, Gotham Co. Siding**

**282m.05c.            Kirkby Thore, McGhie’s Thistle & McGhie’s/Gotham’s Sidings/British Gypsum works**

**283m.44c.            Boazman’s/Gotham’s Siding, Newbiggin**

**290m.70c.            Long Meg Mine and Plaster Works**

**292m.11c.            Lazonby Sand Siding**

**292m.52½c.            Lazonby Goods Yard (for cattle auction mart)**

**296m.22½c.            Musgrave’s/Ley’s Baron Wood Siding**

**297m.41c.            Armathwaite Blue Rock Quarry Siding**

**301m.11c.            Robinson’s Siding, Boaterby Quarry, Cotehill**

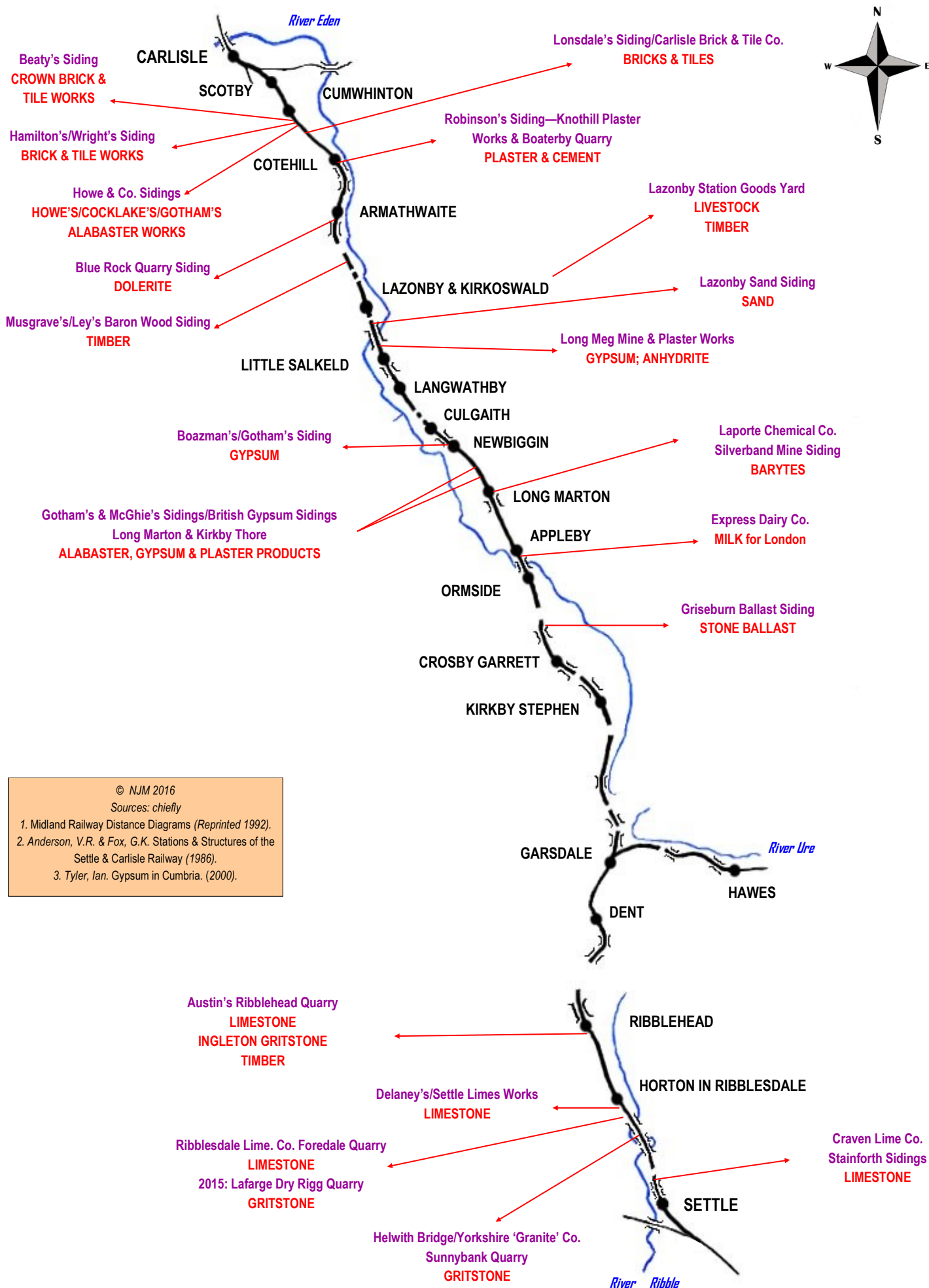
**302m.67½c.            Lonsdale’s Siding/Carlisle Brick & Tile Co. Works**

**302m.75c.            Howe & Co. Sidings/Cocklake’s/Gotham’s Alabaster Works**

**303m.03c.            Hamilton’s/Wright’s Siding**

**303m.13c.            Beaty’s Siding/Crown Brick & Tile Works**

A fertile area of research would be to investigate thoroughly these operations along the line and their relationship with the railway.



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Sources: chiefly

1. Midland Railway Distance Diagrams (Reprinted 1992).
2. Anderson, V.R. & Fox, G.K. Stations & Structures of the Settle & Carlisle Railway (1986).
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**INDUSTRIES USING THE RAILWAY FOR THE EXPORT OF LOCAL PRODUCE AND NATURAL RESOURCES**

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---

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Staff at the National Archives and the British Library in London, the National Railway Museum in York as well as those at the various County Record Offices and within the City or County Library services, have all been most professional and patient in helping me unearth material in their custody. Their cooperation is gratefully acknowledged as is their willingness for details of the collections in their charge to be listed here for the benefit of all. Throughout the entire project I have once again realised how fortunate we are in Britain to have such resources at our disposal and in being able to see and handle archive material in person or to have ready access to so much of it on the Internet.

The railway itself is a fundamental primary source of information. Jack Entwistle, Public Relations Manager of British Rail at Preston in the 1970s, was instrumental in issuing Line-side Passes to myself, Bill Mitchell and signaller Derek Soames who served with me on the Centenary Committee 1974-76, giving us unprecedented access to railway property between Settle Junction and Durrant Hill for all sorts of research and close examination of the line-side features, something which Bill Mitchell and I managed to extend to include the wildlife! More recently, I owe a special debt of gratitude to several individuals who have kindly allowed me to walk across their property in order to check and photograph many of the structures and features of the railway which are not visible from the train or a publicly accessible vantage point; in this category I acknowledge the help so readily given by Mr and Mrs Peter Bailey, Robert Barrow, Mr and Mrs John Dargue and John Innif. They have also been helpful in answering the many questions I put to them and I acknowledge my gratitude to them all.

Nigel Mussett  
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